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SESSIONAL PAPERS

VOLUME 11

FIRST SESSION OF THE ELEVENTH PARLIAMENT

OF THE

DOMINION OF CANADA

SESSION 1909

101970
26/5/10

VOLUME XLIII

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CONTENTS OF VOLUME 1.

(This volume is bound in two parts.)

1. Report of the Auditor General for the year ended 31st March, 1908. Presented 21st January, 1909, by Hon. W. Paterson; also 19th February, 1909, by Hon. W. S. Fielding; also 23rd February, 1909, by Hon. W. Paterson.
Printed for both distribution and sessional papers

CONTENTS OF VOLUME 2.

2. Public Accounts of Canada, for the fiscal year ended 31st March, 1908. Presented 21st January, 1909, by Hon. W. Paterson..*Printed for both distribution and sessional papers.*

3. Estimates of the sums required for the services of Canada for the year ending 31st March, 1910. Presented 1st February, 1909, by Hon. W. Paterson.
Printed for both distribution and sessional papers.

4. Estimates of the sums required for the services of Canada for the year ending on the 31st March, 1909. Presented 15th March, 1909, by Hon. W. S. Fielding.
Printed for both distribution and sessional papers.

4*a*. Further Supplementary Estimates of sums required for the service of Canada for the fiscal year ending 31st March, 1909. Presented 10th May, 1909, by Hon. W. S. Fielding.
Printed for both distribution and sessional papers.

5. Supplementary Estimates of sums required for the service of Canada, for the fiscal year ending on 31st March, 1910. Presented 10th May, 1909, by Hon. W. S. Fielding.
Printed for both distribution and sessional papers.

5*a*. Further Supplementary Estimates of sums required for the service of Canada, for the year ending on 31st March, 1910. Presented 18th May, 1909, by Hon. W. S. Fielding.
Printed for both distribution and sessional papers.

6. List of Shareholders in the Chartered Banks of Canada, as on 31st December, 1908. Presented 13th May, 1909, by Hon. F. Oliver.
Printed for both distribution and sessional papers.

CONTENTS OF VOLUME 3.

7. Report of dividends remaining unpaid, unclaimed balances and unpaid drafts and bills of exchange in Chartered Banks of Canada, for five years and upwards, prior to 31st December, 1908.. .. ..*Printed for both distribution and sessional papers.*

CONTENTS OF VOLUME 4.

8. Report of the Superintendent of Insurance for the year ended 31st December, 1908.
Printed for both distribution and sessional papers.

9. Abstract of Statements of Insurance Companies in Canada, for the year ended 31st December, 1908... .. ..*Printed for both distribution and sessional papers.*

CONTENTS OF VOLUME 5.

10. Report of the Department of Trade and Commerce, for the fiscal year ended 31st March, 1909. Part I.—Canadian Trade. Presented 27th January, 1909, by Hon. W. Paterson.
Printed for both distribution and sessional papers.

10*a*. Report of the Department of Trade and Commerce, Part II, Trade of Foreign Countries and Treaties and Conventions, for the fiscal year ended 31st March, 1908. Presented 5th April, 1909, by Sir Wilfrid Laurier.
Printed for both distribution and sessional papers.

CONTENTS OF VOLUME 6.

10*b*. Report of the Department of Trade and Commerce, Part III, Subsidized Steamship Service, &c., for the year ended 31st March, 1908. Presented 22nd March, 1909, by Sir Wilfrid Laurier.. .. ..*Printed for both distribution and sessional papers.*

11. Tables of the Trade and Navigation of Canada, for the fiscal year ended 31st March, 1908. Presented 21st January, 1909, by Hon. W. Paterson.
Printed for both distribution and sessional papers.

CONTENTS OF VOLUME 7.

12. Inland Revenues of Canada. Excise, &c., for the fiscal year ended 31st March, 1908. Presented 21st January, 1909, by Hon. W. Paterson.
Printed for both distribution and sessional papers.

13. Inspection of Weights, Measures, Gas and Electric Light, for the fiscal year ended 31st March, 1908. Presented 21st January, 1909, by Hon. W. Paterson.
Printed for both distribution and sessional papers.

14. Report on Adulteration of Food, for the fiscal year ended 31st March, 1908. Presented 11th March, 1909, by Hon. W. Templeman.
Printed for both distribution and sessional papers.

15. Report of the Minister of Agriculture, for the fiscal year ended 31st March, 1908. Presented 21st January, 1909, by Hon. S. A. Fisher.
Printed for both distribution and sessional papers.

15*a*. Report of the Dairy and Cold Storage Commissioner, for the fiscal year ended 31st March, 1908. Presented 21st January, 1909, by Hon. S. A. Fisher.

Printed for both distribution and sessional papers.

15*a*. (2) Report of the Veterinary Director General and Live Stock Commissioner, for two years ended 31st March, 1908... ..*Printed for both distribution and sessional papers*

CONTENTS OF VOLUME 8.

16. Report of the Directors and Officers of the Experimental Farms for the year ended 31st March, 1908. Presented 31st March, 1909, by Hon. S. A. Fisher.
Printed for both distribution and sessional papers.

17. Criminal Statistics for the year ended 30th September, 1908.
Printed for both distribution and sessional papers.

18. Return of the Eleventh General Election for the House of Commons of Canada, held on the 26th day of October, 1908... .. .. ..*Printed for both distribution and sessional papers.*

CONTENTS OF VOLUME 9.

19. Report of the Minister of Public Works, for the fiscal year ended 31st March, 1908. Presented 3rd February, 1909, by Hon. W. Pugsley.
Printed for both distribution and sessional papers.

CONTENTS OF VOLUME 10.

19*a*. Georgian Bay Ship Canal. Report upon survey, with plans and estimates of cost, 1908. Presented 22nd January, 1909, by Hon. W. Pugsley.
Printed for both distribution and sessional papers.

CONTENTS OF VOLUME 11.

20. Report of the Department of Railways and Canals for the fiscal year ended 31st March, 1908. Presented 19th February, 1909, by Hon. G. P. Graham.
Printed for both distribution and sessional papers.

20*a*. Canal Statistics for the season of navigation, 1907.
Printed for both distribution and sessional papers.

20*b*. Railway Statistics of Canada, for the year ended 30th June, 1908. Presented 25th February, 1909, by Hon. G. P. Graham.*Printed for both distribution and sessional papers.*

20*c*. Third Report of the Board of Railway Commissioners for Canada, to 31st March, 1907, for the year ending 31st March, 1908. Presented 29th January, 1909, by Hon. G. P. Graham.. .. ..*Printed for both distribution and sessional papers.*

CONTENTS OF VOLUME 12.

21. Report of the Department of Marine and Fisheries (Marine) for 1908. Presented 18th February, 1909, by Hon. L. P. Brodeur.
Printed for both distribution and sessional papers.

21*a*. Seventh Report of the Geographic Board of Canada; containing all decisions to 30th June, 1908. Presented 22nd February, 1909, by Hon. L. P. Brodeur.
Printed for both distribution and sessional papers.

21*b*. List of Shipping issued by the Department of Marine and Fisheries, being a list of vessels on the registry books of Canada on the 31st December, 1908.
Printed for both distribution and sessional papers.

22. Report of the Department of Marine and Fisheries (Fisheries) for 1908. Presented 9th February, 1909, by Hon. L. P. Brodeur.
Printed for both distribution and sessional papers.

CONTENTS OF VOLUME 13.

23. Report of the Harbour Commissioners, &c.
Printed for both distribution and sessional papers.

23*a*. Report of the Chairman of the Board of Steamboat Inspection, 1908.
Printed for both distribution and sessional papers.

24. Report of the Postmaster General, for the fiscal year ended 31st March, 1908. Presented 21st January, 1909, by Hon. R. Lemieux.
Printed for both distribution and sessional papers.

CONTENTS OF VOLUME 14.

25. Report of the Department of the Interior, for the fiscal year ended 31st March, 1908. Presented 15th February, 1909, by Hon. F. Oliver.
Printed for both distribution and sessional papers.

25*a*. Report of the Chief Astronomer for the fiscal year ending 31st March, 1908. Presented 13th May, 1909, by Hon. F. Oliver.. ..*Printed both for distribution and sessional papers.*

25*b*. Annual Report of the Topographical Surveys Branch, including Report of the Surveyor General of Dominion Lands, 1907-1908.*Printed for both distribution and sessional papers.*

25*c*. Correspondence and papers, including financial statement, relating to Seed Grain Distribution of 1908 in the provinces of Saskatchewan and Alberta. Presented 28th January, 1909, by Hon. F. Oliver.. ..*Printed for both distribution and sessional papers.*

25*d*. Return to an order of the House of Commons, dated 1st March, 1909, showing how many bushels of seed wheat were bought for Saskatchewan and Alberta for the season of 1908, whom it was bought from, at what price, and what grade it was; if the wheat so bought was cleaned for seed; how the wheat so bought was used; who it was sold to, and at what prices; the total loss in connection with the wheat so bought. Presented 15th March, 1909.—*Mr. Sharpe (Lisgar).. .. ..Not printed.*

25*e*. Return to an order of the House of Commons, dated 1st March, 1909, showing how many bushels of English oats were bought for seed in Saskatchewan and Alberta for the season of 1908, and at what prices; the condition the oats were in before or when they were bought; if used for seed or sold; whom they were sold to and in what places; the total loss in connection with the oats bought in England, and any complaints there were about them. Presented 15th March, 1909.—*Mr. Sharpe (Lisgar).....Not printed.*

CONTENTS OF VOLUME 15.

26. Summary Report of the Geological Survey Branch of the Department of Mines, for the calendar year 1908. Presented 3rd May, 1909, by Hon. W. Templeman.
Printed for both distribution and sessional papers.

26*a*. Summary Report of the Mines Branch of the Department of Mines, for the nine months ended 31st December, 1908..*Printed for both distribution and sessional papers.*

27. Report of the Department of Indian Affairs, for the year ended 31st March, 1908. Presented 22nd January, 1909, by Hon. F. Oliver.
Printed for both distribution and sessional papers.

CONTENTS OF VOLUME 16.

28. Report of the Royal Northwest Mounted Police, 1908. Presented 9th March, 1909, by Sir Wilfrid Laurier.. .. ..*Printed for both distribution and sessional papers.*

29. Report of the Secretary of State of Canada, for the year ended December, 1907, and the first three months of the year 1908 Presented 22nd January, 1909, by Hon. C. Murphy.. .. ..*Printed for both distribution and sessional papers.*

30. Civil Service List of Canada, 1908. Presented 22nd January, 1909, by Hon. C. Murphy.
Printed for both distribution and sessional papers.

31. Report of the Board of Civil Service Examiners, for the year ended 31st December, 1908.
Printed for both distribution and sessional papers.

CONTENTS OF VOLUME 17.

32. Annual Report of the Department of Public Printing and Stationery, for the fiscal year ended 31st March, 1908. Presented 7th May, 1909, by Hon. C. Murphy.
Printed for both distribution and sessional papers.

33. Report of the Joint Librarians of Parliament for the year 1908. Presented 21st January, 1909, by the Hon. the Speaker.. .. ..*Printed for sessional papers.*

34. Report of the Minister of Justice as to Penitentiaries of Canada, for the fiscal year ended 31st March, 1908. Presented 21st January, 1909, by Hon. W. Paterson.
Printed for both distribution and sessional papers.

35. Report of the Militia Council, for the fiscal year ended 31st March, 1908. Presented 9th March, 1909, by Sir Frederick Borden.
Printed for both distribution and sessional papers.

35*a*. Memorandum respecting the estimates for Militia and Defence for 1909-10. Presented 9th March, 1909, by Sir Frederick Borden.
Printed for both distribution and sessional papers.

36. Report of the Department of Labour, for the fiscal year ended 31st March, 1908. Presented 21st January, 1909, by Hon. R. Lemieux.
Printed for both distribution and sessional papers.

37. Report upon the Survey of the Georgian Bay Ship Canal, with plans and estimate of cost.. .. ..*See No. 19a.*

38. Report of the Hon. Mr. Justice Cassels, Commissioner appointed to investigate the affairs of the Department of Marine and Fisheries. Presented 22nd January, 1909, by Hon. L. P. Brodeur.. .. ..*Printed for both distribution and sessional papers.*

38*a*. Minute of a Report of the Committee of the Privy Council, approved by His Excellency the Governor General on the 29th March, 1909:—The Committee of the Privy Council have had under consideration a report, herewith, dated 27th March, 1909, from the Minister of Marine and Fisheries, upon the investigation recently held by the Honourable Walter Cassels respecting the statement contained in the Report of the Civil Service Commission reflecting upon the integrity of officials of the Department of Marine and Fisheries and submitting certain recommendations affecting the officials therein named. The Committee, concurring in the said Report and the recommendation therein contained, submit the same for Your Excellency's approval. Presented 30th March, 1909, by Hon. L. P. Brodeur.
Printed for both distribution and sessional papers.

39. Report of the Royal Commission appointed to inquire into industrial disputes in the cotton factories of the province of Quebec. Presented 25th January, 1909, by Hon. R. Lemieux.. .. ..*Printed for both distribution and sessional papers.*

CONTENTS OF VOLUME 17—*Continued.*

40. Statement of expenditure on account of miscellaneous unforeseen expenses from the 1st April, 1908, to the 20th January, 1909, in acordance with the Appropriation Act of 1908. Presented 26th January, 1909, by Hon. W. Paterson.. .. ..*Not printed.*

41. Statement of superannuations and retiring allowances in the civil service during the year ended 31st December, 1908, showing name, rank, salary, service, allowance and cause of retirement of each pearson superannuated or retired, also whether vacancy filled by promotion or by new appointment, and salary of any new appointee. Presented 26th January, 1909, by Hon. W. Paterson.. .. ..*Not printed.*

42. Statement in pursuance of section 17 of the Civil Service Insurance Act for the year ending 31st March, 1908. Presented 26th January, 1909, by Hon. W. Paterson.
Not printed.

43. Statement of Governor General's Warrants issued since the last session of parliament, on account of the fiscal year 1908-9. Presented 26th January, 1909, by Hon. W. Paterson.. .. ..*Not printed.*

44. Ordinances of the Yukon Territory, passed by the Yukon Council in the year 1908. Presented 27th January, 1909, by Hon. C. Murphy.. .. ..*Not printed.*

45. Third Report of the Board of Railway Commissioners.. .. ..*See No. 20c.*

46. Report of the Commissioners of the Transcontinental Railway, for the year ending 31st March, 1908. Presented 29th January, 1909, by Hon. G. P. Graham.
Printed for both distribution and sessional papers.

46*a*. Return to an order of the House of Commons, dated 15th February, 1909, for a copy of all correspondence between Rothwell, Johnston & Stubbs, lawyers, of Winnipeg, and the government, or the Transcontinental Railway Commissioners respecting their instructions in regard to the purchase of the Winnipeg terminals from Kern & Mathews, and in respect to the legal services rendered by them for the government, and passing of titles of the property, and a copy of the solicitors' bills of costs, charges and correspondence arising therefrom; and of all correspondence between the government and the Railway Commissioners and the vendors, Kern & Mathews, from the commencement of the negotiations; and also showing what steps, if any, were taken towards expropriating the property, or obtaining judicial determination as to the value of the said property. Presented 4th March, 1909.—*Mr. Bradbury*.. .. ..*Not printed.*

46*b*. Return to an order of the House of Commons, dated 22nd February, 1909, showing the final estimates on the contract entered into on August 22, 1906, between J. D. McArthur and Smith & Prendible on the National Transcontinental Railway, for work from station 9370 to station 9480; and the contract entered into on 21st November, 1908, between the same parties on the same railway for work from station 9260 to station 9370. Presented 11th March, 1909.—*Mr. Haggart (Winnipeg)*.. .. ..*Not printed.*

46*c*. Report of Collingwood Schreiber, Esquire, chief engineer western division National Transcontinental Railway. Presented 15th March, 1909, by Hon. G. P. Graham.
Not printed.

46*d*. Interim Report of the Commissioners of the Transcontinental Railway, for the nine months ending 31st December, 1908. Presented 15th March, 1909, by Hon. G. P. Graham.. .. ..*Not printed.*

46*e*. Statistics of Dominion Police Constables employed along the line of the Transcontinental Railway during the calendar year 1908. Presented 23rd March, 1909, by Hon. A. B. Aylesworth.. .. ..*Not printed.*

46*f*. Return to an order of the House of Commons, dated 22ud March, 1909, for a copy of all letters, correspondence, statements and writing between the Grand Trunk Pacific Railway Company, or its engineers or agents, and the Commissioners of the Transcontinental Railway, or their engineers or agents, and between the commissioners and their engineers, and between the commissioners and their engineers and agents and the con-

CONTENTS OF VOLUME 17—*Continued.*

tractors or sub-contractors on Districts B and F after mentioned, as to classification or alleged over classification on Districts B and F of the Eastern Division of said railway, and of all estimates, returns, certificates, memoranda, statements or writings, showing classification or over-classification of the cuttings and work on said Districts B and F. Presented 22nd April, 1909.—*Mr. Lennox*.. .. ..*Not printed.*

46*g*. Return to an order of the House of Commons, dated 26th January, 1909, showing the names of all persons appointed to office or employment by the Transcontinental Railway Commission since its creation, showing the county or city from which such person came, the office or employment to which he was appointed, the date of appointment, the salary and allowances attached thereto, the place or district where the work of each employee is done, and the total amount paid each year for all such services up to the end of December, 1908. Presented 22nd April, 1909.—*Mr. Foster*.. .. .. ..*Not printed.*

46*h*. Return to an order of the House of Commons, dated 3rd March, 1909, for a copy of all tenders received for the construction of the following sections of the Eastern Division of the National Transcontinental Railway, together with the itemized schedules of the engineer's estimates of quantities on which the award of contracts was based, the sections referred to being those mentioned in the answer of the Minister of Railways and Canals in the House on the 13th April, 1908, as follows:—

STATEMENT NO. 1.—COMMISSIONERS—EASTERN DIVISION.

Mileage from Moncton.		Description.	No. of One Miles.	Amount of Estimate on which Contracts were let.	Date of	
From	To				Contract.	Completion.
				$ cts.		
0·00	50·00	Moncton to near Chipman	50·00	989,895 90	Mar. 14,'07	Sept. 1,'08
50·00	58 55	Near Chipman easterly 8·55 miles	8·55	289,190 62	Aug 23,'07	Aug. 1,'08
58·55	97·60	Near Chipman westerly to I.C.R. crossing	39·05	767,434 95	Mar. 28,'08	Sept. 1,'10
97·60	164 00	I.C.R. crossing to Mile 164	66·40	1,898,124 21	" 28,'08	" 1,'10
164·00	195·80	Mile 164 to Grand Falls	31·80	1,646,253 65	" 28,'08	" 1,'10
195·80	256·68	Grand Falls to New Brunswick boundary	60·88	1,385,941 09	" 9,'07	" 1,'08
256·68	309 74	N.B. boundary to 150 miles east of Quebec Bridge	5 143·06	2,377,409 00	" 28,'08	" 1,'10
309 74	459·74	From Quebec Bridge 150 miles eastward	8·89	5,011,346 50	" 9,'07	" 1,'09
		Quebec Bridge link (not included in estimate)	1·11			
459 74	509·74	Quebec Bridge westerly 50 miles	50·00	1,489,537 92	May 15,'06	" 1,'07
509 74	609·74	50 miles west Quebec Bridge to 150 miles west	100·00	3,807,719 54	" 15,'06	" 1,'07
609·74	654·74	150 miles west Quebec Bridge to near Waymontachene	45·00	1,691,073 41	Mar. 14,'07	" 1,'08
654·74	656·07	To be included in this contract	1·33			
656·07	877·75	Near Waymontachene to near Harricanaw River	221·68	Not let.		
877·75	1,027·75	Near Harricanaw River to Junction T. & N. O. Ry.	150·00	3,986,901 42	" 14,'07	" 1,'09
1,021·75	1,127·75	Junction T. & N. O. Ry. for 100 miles west.	100·00	3,936,566 00	" 28,'08	" 1,'10
1,027·75	1,171·85	100 miles west of Junction T. & N. O. Ry. to west end of District 'D'	44·10	Not let.		
1,171·85	1,334·35	West end of District 'D' westerly	162·50	"		
1,334·35	1,409·35	From 19½ miles west of Mud River, easterly.	75·00	2,101,499 88	" 28,'08	" 1,'10
1,409·35	1,429·76	" " " to west end of District 'E'	20·41	Not let.		
1,429·76	1,557·80	From westward District 'E' to Lake Superior Junction	128·04	"		
1,557·80	1,804·66	From Lake Superior Junction to west bank of Red River	246·86	13,010,398 92	May 15,'06	" 1,'07

Presented 26th April, 1909.—*Mr. Lennox*.. .. ..*Not printed.*

CONTENTS OF VOLUME 17—*Continued.*

46*i*. Return to an order of the House of Commons, dated 3rd March, 1909, showing the various quantities of work of each description or class actually executed by the several contractors and certified as correct by the engineers and paid for up to 31st December, 1908, upon the several sections of the Eastern Division of the National Transcontinental Railway, where the sections have not been completed, the various chief engineers' estimates of the quantities of the various class of work remaining to be executed, together with an estimate of the cost of completing the same, based on the contractors' prices attached to each tender. Presented 26th April, 1909.—*Mr. Lennox*..*Not printed.*

46*j*. National Transcontinental Railway. Information in reply to questions by Mr. R. L. Borden, M.P. Presented (Senate) 7th May, 1909, by Hon. Sir Richard Cartwright. *Not printed.*

46*k*. Correspondence and reports relative to complaints as to the manner men employed on the Grand Trunk Pacific Railway construction are treated in the hospital at Prince Rupert; the complaint of non-payment of just claims for wages, &c., on the Prince Rupert section of the said railway. Presented 12th May, 1909, by Hon. R. Lemieux. *Not printed.*

46*l*. Supplementary Return to 46*g*. Presented 14th May, 1909.. .. ..*Not printed.*

46*m*. Supplementary Return to No. 46*h*. Presented 14th May, 1909.. .. ..*Not printed.*

47. Return to an address of the House of Commons, dated 25th January, 1909, for a copy of all orders in council, correspondence, reports and other documents and papers, not already brought down, touching or relating to the All-Red Line, so-called, as referred to in the resolution passed by this House on the 9th day of July, 1908, or touching or relating to any similar or substituted proposal for the like purpose. Presented 29th January, 1909.—*Mr. Borden (Halifax)*.. .. ..*Not printed.*

48. General rules and orders in the Exchequer Court in Canada, 1909. Presented 29th January, 1909, by Hon. C. Murphy.. .. ..*Not printed.*

49. Classification of the following departments of the inside Civil Service at Ottawa, by order in council of the 25th January, 1909, as on the 1st September, 1908, viz.:—Agriculture, Auditor General, Customs, Finance, Superintendent of Insurance, Governor General's Secretary, Indian Affairs, Inland Revenue, Justice, Labour, Library of Parliament, Marine and Fisheries, Militia and Defence, Mines, Post Office, Privy Council, Public Printing and Stationery, Public Works, Railways and Canals, Royal Northwest Mounted Police, Secretary of State, Trade and Commerce. Presented 1st February, 1909, by Sir Wilfrid Laurier.. .. ..*Not printed.*

49*a*. Classification of the officers, clerks and employees of the Library of Parliament, as on the first day of September, 1908. Presented 11th March, 1909, by Sir Wilfrid Laurier. *Not printed*

49*b*. Classification and organization of the officers and clerks of the Distribution Office of the Department of the Printing of Parliament, as on the first day of September, 1908. Presented 11th March, 1909, by Sir Wilfrid Laurier.. .. ..*Not printed.*

49*c*. Classification of the permanent officers, clerks and employees of the House of Commons. Presented 11th March, 1909, by the Hon. the Speaker.. .. ..*Not printed.*

49*d*. Organization of the Staff of the House of Commons, with the classification of the various officers, clerks and employees. Presented 11th March, 1909, by the Hon. the Speaker.. .. ..*Not printed*

CONTENTS OF VOLUME 17—*Continued.*

49*e*. Classification of the Department of the Interior (Inside Service) at Ottawa, by order in council of the 1st February, 1909, as on the 1st September, 1908. Presented 1st April, 1909, by Hon. F. Oliver.. .. ..*Not printed.*

49*f*. Order in Council approved by His Excellency the Governor General on the 5th May, 1908, granting authority for the continued employment of certain officers and clerks of the non-permanent branches of the Department of Public Works. Presented 5th April, 1909, by Hon. W. Pugsley.. .. ..*Not printed.*

49*g*. Schedules in connection with the Civil Service Bill. Presented 10th May, 1909, by Hon. S. A. Fisher.. .. ..*Not printed.*

50. Correspondence, &c., relative to the construction of a subway near the Kingston Junction of the Grand Trunk Railway of Canada. Presented 1st February, 1909, by Hon. G. P. Graham.. .. ..*Not printed.*

51. Copy of official communication, addressed by the Minister of Marine and Fisheries, to Commissioner Cassels, respecting the abolition of the patronage system in the Department of Marine and Fisheries. Presented 1st February, 1909.– *Mr. Foster.Not printed.*

52. Minutes of proceedings of the Board of Internal Economy of the House of Commons, pursuant to Rule of the House No. 9, from the 16th December, 1907, to 14th July, 1908, inclusive. Presented 29th January, 1909, by the Hon. the Speaker.. .. ..*Not printed.*

53. Return to an order of the House of Commons, dated 10th February, 1908, showing the number of applications for the release of prisoners and the number granted since the year 1896 by the Minister of Justice before the expiry of sentence, the terms of sentence, the date of release, the reasons therefor as far as expedient, and the name of the solicitor who was interested in procuring the release. Presented 2nd February, 1909.—*Mr. Foster*.. .. ..*Not printed.*

54. Report of the Commissioner, Dominion Police Force, for the year 1908. Presented 2nd February, 1909, by Hon. A. B. Aylesworth.. .. ..*Not printed.*

55. A detailed statement of all bonds or securities registered in the Department of the Secretary of State of Canada since last return, 7th December, 1907, submitted to the Parliament of Canada under section 32, of chapter 19, of the Revised Statutes of Canada, 1906. Presented 2nd February, 1909, by Hon. C. Murphy.. .. .. ..*Not printed.*

56. Return under chapter 125 (R.S.C.), 1903, intituled: 'An Act respecting Trades Unions,' submitted to Parliament in accordance with section 33 of the said Act. Presented 2nd February, 1909, by Hon. C. Murphy.. .. ..*Not printed.*

57 Report of the Ottawa Improvement Commission for the nine months ended the 31st March, 1908. Presented 4th February, 1909, by Hon. W. Paterson.. .. ..*Not printed.*

58. Partial Return to an order of the House of Commons, dated 1st February, 1909, showing what persons have been appointed, transferred, or promoted, respectively, since 1st July, 1908, in the various departments coming under the operation of the Civil Service Act of 1908; the positions and salaries of such persons as have been transferred and promoted at the time of the change; the positions and salaries at present of all who have been so appointed, transferred or promoted, and which of these appointments, transfers or promotions were made in accordance with the present Civil Service Act. Presented 5th February, 1909.—*Mr. Foster*.. .. ..*Not printed.*

58*a*. Partial Return to an address of the House of Commons, dated 1st February, 1909, for a copy of all orders in council, departmental orders, rules and regulations, and schemes of reorganization adopted in the several departments, rules and regulations

CONTENTS OF VOLUME 17—*Continued.*

made by the Civil Service Commissioners, and all other orders, steps and proceedings made, had or taken under or pursuant to the Civil Service Amendment Act, 1908. Presented 8th February, 1909.—*Mr. Borden (Halifax)*.. .. ..*Not printed.*

58*b*. Supplementary Return to No. 58. Presented 8th February, 1909... .. ..*Not printed.*

58*c*. Return to an order of the House of Commons, dated 10th February, 1909, showing how many officials were appointed in the year 1908 to the various departments and brought from the outside service into the inside service under the Civil Service Act, with their names and salaries; and what addition to the various staffs have been made thereby. Presented 11th February, 1909.—*Mr. Sharpe (Ontario)*.. .. ..*Not printed.*

58*d*. Further Supplementary Return to No. 58. Presented 11th February, 1909..*Not printed.*

58*e*. Return to an order of the House of Commons, dated 2nd February, 1909, showing the names of the temporary clerks formerly paid out of Civil Government Contingencies who have been classified under section 7 of the Civil Service Act since the 1st September, 1908, and placed in the third division subdivision B; the position filled by each at the time of classification and the salary paid, the length of service, the age and what examination has been passed; the position to which assigned under the classification and the salary attached; the names of the persons appointed to the Civil Service since 1st September, 1908, under section 47 of the Civil Service Act, the positions to which appointed, the date of appointment, and the salary attached. Presented 11th February, 1909.—*Mr. Foster*. .. ..*Not printed.*

58*f*. Further Supplementary Return to No. 58. Presented 18th February, 1909.*Not printed.*

58*g*. Return to an address of the House of Commons, dated 15th February, 1909, for copies of orders in council by authority of which increases of salary detailed on pages 556, 557, 558, 559, 560, 561, 562, 563 and 564, unrevised *Hansard*, 1909, were granted. Presented 23rd February, 1909.—*Mr. Foster*.. .. ..*Not printed.*

58*h*. Return to an order of the House of Commons, dated 15th February, 1909, showing the name and date of the first appointment, position and salary at time of increase of each clerk or other employee in the outside service of the Department of Public Works at Ottawa, to whom any increase of pay was given on and after the 1st of April, 1908, the amount of such increase or increases, the date on which increase was granted, the date it became effective, and the date on which the increase was paid. 2. A similar return from each of the following Departments: Militia and Defence, Marine and Fisheries, Railways and Canals, Customs, Inland Revenue, Public Printing, Indian Affairs, Auditor General, Finance, Mines and Post Office Department. Presented 23rd February, 1909.—*Mr. Foster*.. .. ..*Not printed.*

58*i*. Return to an address of the House of Commons, dated 15th February, 1909, for copies of orders in council passed from the 1st of May, 1908, to 31st January, 1909, authorizing increases to the employees of the Department of Public Works. Presented 25th February, 1909.—*Mr. Foster*.. .. ..*Not printed.*

58*j*. Orders in Council attached to Sessional Paper No. 58*g* herewith were the only ones passed in connection with the increases of salary detailed on pages 556, 557, 558, 559, 560, 561, 562, 563 and 564, unrevised *Hansard*, 1909. The increases given to the officials employed in the Surveys Branch were granted in accordance with the Act respecting the Department of the Interior, chapter 54, sections 6 and 8, of the Revised Statutes, which relate to the employment and payment of temporary assistants in the Surveyor General's Branch, for the performance of services requiring technical, scientific or professional qualifications. The increases given to the employees on Dominion Lands, Outside Service, School Lands, Immigration and Boundary Surveys were granted under departmental authority. Presented 26th February, 1909, by Hon. F. Oliver.

Not printed.

CONTENTS OF VOLUME 17—*Continued.*

59. Return of orders in council which have been published in the *Canada Gazette* and in the *British Columbia Gazette*, between 1st December, 1907, and 1st December, 1908, in accordance with provisions of subsection (*d*) of section 38 of the regulations for the survey, administration, disposal and management of Dominion lands within the 40-mile railway belt in the province of British Columbia. Presented 5th February, 1909, by Hon. F. Oliver.. .. ..*Not printed.*

60. Return under the provisions of section 57 of the Northwest Irrigation Act, being chapter 61 of Revised Statutes of Canada, 1906, being copies of all Orders in Council, which have been passed or regulations which have been made or forms prescribed by the Minister of the Interior under that Act, and which have been published in the *Canada Gazette*, since the date of the presentation to Parliament of a similar return at its last preceding session. Presented 5th February, 1909, by Hon. F. Oliver.
Not printed.

61. Return under the provision of section 77 of the Dominion Lands Act, chapter 20, of the Statutes of 1908, of section 5 of the Dominion Lands Surveys Act, chapter 21, of the same Statutes, of subsection 2, of section 13 of the Dominion Forest Reserves Act, chapter 56, R.S.C., 1906, of subsection 3 of section 5 of the Rocky Mountains Park Act, chapter 60, R.S.C., 1906, and of subsection 2 of section 18 of the Yukon Act, chapter 63, R.S.C., 1906, being copies of all orders in council, ordinances or regulations which have been passed under any of the above mentioned Acts and which have been published in the *Canada Gazette*, since the date of the presentation to Parliament of a similar return at its last preceding session. Presented to Parliament of a similar return at its last preceding session. Presented 5th February, 1909, by Hon. F. Oliver.. .. ..*Not printed.*

62. Return to an order of the House of Commons, dated 25th January, 1909, for a copy of all correspondence during the last three months with reference to Lachute Mills post office. Presented 8th February, 1909.—*Mr. Perley*.. .. ..*Not printed.*

63. Order in Council, &c., in relation to the issue of $50,000,000 additional stock by the Canadian Pacific Railway Company. Presented 8th February, 1909, by Hon. G. P. Graham.. .. ..*Not printed.*

63*a*. Return (in so far as the Department of the Interior is concerned) of copies of all orders in council, plans, papers, and correspondence which are required to be presented to the House of Commons, under a resolution passed on 20th February, 1882, since the date of the last return under such resolution. Presented 8th February, 1909, by Hon. F. Oliver.. .. ..*Not printed.*

63*b*. Correspondence on the subject of the Canadian Pacific Railway Company securing running rights over the Intercolonial Railway between St. John and Halifax. Presented 8th February, 1909, by Hon. G. P. Graham.. .. ..*Not printed.*

63*c*. Return of lands sold by the Canadian Pacific Railway Company, from the 1st October, 1907, to the 1st October, 1908, and the names of the purchasers. Presented 15th February, 1909, by Hon. F. Oliver.. .. ..*Not printed.*

63*d*. Return to an address of the House of Commons, dated 8th February, 1909, for a copy of any order in council authorizing the Canadian Pacific Railway to increase its capital stock. Presented 18th February, 1909.—*Mr. Maclean (York)*.. .. ..*Not printed.*

63*e*. Further correspondence on the subject of the Canadian Pacific Railway Company securing running rights over the Intercolonial Railway between St. John and Halifax. Presented 22nd February, 1909, by Hon. G. P. Graham.. .. ..*Not printed.*

CONTENTS OF VOLUME 17—*Continued.*

64. Return to an order of the House of Commons, dated 1st February, 1909, showing what sums of money have been paid each of the several holders of stock in the Quebec Bridge Company on account of stock, bonus and interest, respectively; and what amount remains to be paid and to whom. Presented 8th February, 1909.—*Mr. Foster.*
Not printed

65. Return to an order of the House of Commons, dated 1st February, 1909, showing what disposition has been made in detail of the vote of $25,000 under Miscellaneous, for seed grain in Alberta and Saskatchewan. Presented 11th February, 1909, by Hon. F. Oliver.. .. .. .

CONTENTS OF VOLUME 17—*Continued.*

67*e*. Copy of Order in Council constituting a Board of Management for the Government Railways—the Intercolonial and the Prince Edward Island Railway—and naming the members of the said Board of Management. Presented 26th April, 1909, by Hon. G. P. Graham.. .. ..*Not printed.*

67*f*. Return to an order of the House of Commons, dated 5th April, 1909, for a copy of all petitions and correspondence, whether by letter or telegrams, and all plans submitted either to the Railway Department or to the authorities of the Intercolonial Railway, and of all decisions arrived at, relating to the enlargement of the station of the Intercolonial Railway at Cap St. Ignace, or the construction of a new station. Presented 14th May, 1909.—*Mr. Roy (Montmagny).*. .. ..*Not printed.*

67*g*. Return to an order of the House of Commons, dated 5th April, 1909, for a copy of all correspondence, memorials, reports and decisions arrived at respecting the construction of a tank at the Intercolonial Railway station at Cap St. Ignace, and the increased cost to be paid to the Aqueduct Company supplying the water for the engines running on the said railway. Presented 14th April, 1909.—*Mr. Roy (Montmagny)..Not printed.*

67*h*. Return to an address of the Senate, dated 18th March, 1909, praying for all petitions presented to the Governor General in Council, asking that the Intercolonial Railway may be placed under the Railway Board, together with all correspondence in connection therewith. Presented 4th May, 1909.—*Hon. Sir Mackenzie Bowell.. ..Not printed.*

67*i*. Certified copy of a Report of the Committee of the Privy Council, approved by His Excellency the Governor General on the 20th April, 1909, *re* Intercolonial Railway. Presented (Senate) 30th April, 1909, by Hon. Sir Richard Cartwright.. ..*Not printed.*

68. Return to an order of the House of Commons, dated 1st February, 1909, for the production of all the original applications and tenders filed in the Department of the Interior in respect of Timber Berth No. 1122, and that the same be laid on the Table of the House, said papers not to be part of the archives of this House, but to be returned by the Clerk to the Department of the Interior after inspection. Presented 12th February, 1909.—*Mr. Campbell*... .. ..*Not printed.*

69. Return to an order of the House of Commons, dated 1st February, 1909, showing what lands, at what price, and to what persons or corporations have been sold along the route of the Grand Trunk Pacific for stations, terminal or town site purposes. Presented 12th February, 1909.—*Mr. Foster*.. .. ..*Not printed.*

70. Return to an order of the House of Commons, dated 26th January, 1909, showing, year by year, since 1881, the expenditures charged annually to capital under the caption of Dominion lands, together with a similar statement of the total receipts from sale of lands, town sites, &c., where public domain has been permanently alienated. Presented 12th February, 1909.—*Mr. Ames*.. .. ..*Not printed.*

71. Return to an order of the House of Commons, dated 1st February, 1909, showing the amount of gold, silver and copper coins manufactured by the branch of the Royal Mint in Canada, and the amount of said coin not disposed of since it commenced operation up to 1st January, 1909. 2. How much silver in its crude state has been offered for sale to the management of the Royal Mint from Canadian mines in the year 1908, and what quantity has been accepted. 3. What reason the government gives for not purchasing all the silver in its crude state that is offered. 4. The system used in deciding from whom to make purchases. 5. How many Canadian mines have sold silver to the government, the names of said mines, and the quantity purchased from each. Presented 12th February, 1909.—*Mr. Armstrong*.. .. ..*Not printed.*

CONTENTS OF VOLUME 17—*Continued.*

71*a*. Return to an order of the House of Commons, dated 1st February, 1909, showing the total cost of the Royal Mint to 31st December, 1908; the total expenses of Royal Mint for the calendar year 1908, (*a*) for additions and improvements, (*b*) for maintenance, (*c*) for salaries, (*d*) for bullion copper, silver and gold, respectively; the amount of copper, silver and gold coinage that was struck during that time; and the net profit on each kind of coinage. Presented 31st March, 1909.—*Mr. Foster*.. .. .. ..*Not printed.*

72. Return to an order of the House of Commons, dated 25th January, 1909, showing, in detail, the items comprised in the amount $699,235.52, given as miscellaneous revenue for the month of December, 1908. Presented 12th February, 1909.—*Mr. Ames.*
Not printed.

73. Return to an order of the House of Commons, dated 25th January, 1909, showing all free mail deliveries established or authorized since the 30th of June, 1908, in towns or villages; all free rural mail deliveries established or authorized since said date, the number of persons served by each such free mail delivery in the community or route for which it has been so established and the cost in each instance. Presented 12th February, 1909.—*Mr. Borden (Halifax)*.. .. ..*Not printed.*

73*a*. Return to an order of the House of Commons, dated 22nd March, 1909, for a copy of all correspondence and memoranda relating to rural mail delivery in the province of Alberta. Presented 17th May, 1909.—*Mr. McCarthy*.. .. ..*Not printed.*

74. General orders issued to the Militia between 28th November, 1907, to 31st January, 1909. Presented 15th February, 1909, by Sir Frederick Borden.. .. ..*Not printed.*

75. Return to an order of the House of Commons, dated 8th February, 1909, in detail showing what disposition has been made of the vote of $35,000 to cover the cost of boring for oil, gas, coal, &c., passed on 15th July, 1908, with a copy of all correspondence, reports, telegrams, memoranda, &c., connected with the matter, giving the district in which the wells were drilled, the cost and present condition of each well, and a copy of all contracts and tenders. Presented 15th February, 1909.—*Mr. Armstrong*..*Not printed.*

76. Return to an order of the House of Commons, dated 25th January, 1909, showing: 1. The number of accidents which occurred at level railway crossings in Canada during the period of five years prior to the 31st of March, 1908. 2. The time where and the places at which these accidents occurred. 3. The alleged cause of the accident in each case. 4. The number of persons killed in each case. 5. The number of persons injured and the nature of the injury in each case. 6. A statement in each case as to whether the crossing was protected or not, and if protected, by what means. Presented 16th February, 1909.—*Mr. Lennox*.. .. ..*Not printed.*

76*a*. Return to an order of the House of Commons, dated 10th February, 1909, showing since the constitution of the Railway Board, in how many cases they have ordered protection of highway-railway crossings, (*a*) by separation of the highway and railway, (*b*) by gates, (*c*) by other means, and the method adopted in each case; how the proceedings were initiated in each case; what order was made as to the expense of the work or service in each; at what points separation of highway and railway was ordered, and the actual or estimated cost in each case; in how many, and what cases applications were refused. Presented 4th March, 1909.—*Mr. Lennox*.. .. ..*Not printed.*

76*b*. Return to an address of the Senate, dated 25th February, 1909, for copies of all requests to the Board of Railway Commissioners by the Minister of Railways, under section 28 of the Railway Act, and also copies of all orders in council made within the last twelve months respecting level crossings by railways over public highways, the dates of making such requests or orders in council to be given. Presented 19th March, 1909.—*Hon. Mr. Ferguson*.. .. ..*Not printed.*

CONTENTS OF VOLUME 17—*Continued.*

77. Return to an order of the House of Commons, dated 1st February, 1909, showing all importations of steel bars, steel ingot, rolled iron and steel, steel rails and structural steel, into the Dominion of Canada, by months, since the 31st day of March, 1908, and up to the 31st January, 1909, showing: (*a*) the quantity imported, (*b*) the country from which imported. (*c*) port of entry, (*d*) the value of the imports, and (*e*) the amount of duty paid thereupon. Presented 18th February, 1909.—*Mr. Boyce.*
Not printed.

78. Return to an order of the House of Commons, dated 8th February, 1909, showing the number of seizures made by the Department of Inland Revenue during the years 1904, 1905, 1906, 1907 and 1908; the date of seizures; by whom seized; what the seizures consisted of; amount realized by the sale of such material seized; and how the seized material was disposed of. Presented 18th February, 1909.—*Mr. Barr.. .. .. ..Not printed.*

78*a*. Return to an order of the House of Commons, dated 10th February, 1909, showing the number of seizures made by the Department of Customs during the years 1904, 1905, 1906, 1907 and 1908; the date of seizures; by whom seized; what the seizures consisted of; the party from whom seized; amount realized by the sale of such material seized; and how the seized material was disposed of. Presented 11th March, 1909.—*Mr. Barr.*
Not printed.

79. Return showing remissions of interest made under subsection 2 of section 88 of the Indian Act, chapter 81, Revised Statutes of Canada, for the year ended 31st March, 1908. Presented 18th February, 1909, by Hon. F. Oliver.. .. ..*Not printed.*

80. Return to an order of the House of Commons, dated 3rd February, 1909, showing how many sessional clerks and messengers have been appointed to the House of Commons since 1880; their names and the date of their appointments; if appointed by the Internal Economy Commission or otherwise; how many sessional clerks and messengers have been removed from the House of Commons since 1880; their names and the dates of their removal; if removed by the Internal Economy Commission or otherwise. Presented 19th February, 1909.—*Mr. Paquet.. .. ..Not printed.*

81. Copy of an order in council of the 15th February, 1909, relative to the Second Joint Report of the Commission for the demarcation of the meridian of the 141st degree of west longitude (Alaska Boundary), appointed in virtue of the First Article of the Convention between Great Britain and the United States, signed at Washington on the 21st April, 1906; and also a copy of the said Report. Presented 22nd February, 1909, by Hon. F. Oliver.. .. ..*Not printed.*

82. Return to an order of the House of Commons, dated 3rd February, 1909, showing what precautionary measures were taken by the government to combat the introduction of the foot and mouth disease into Canada from United States; what officials were appointed especially for the work, the dates of appointment, length of service, remuneration paid to each as salary or expenses; the present danger, and when the embargo on live stock from the United States was raised. Presented 22nd February, 1909.—*Mr. Sharpe (Ontario).. .. ..Not printed.*

82*a*. Return to an order of the House of Commons, dated 8th February, 1909, showing what States of the United States have been quarantined by order in council by reason of the prevalence of foot and mouth disease in such States; how many inspectors were appointed by the government to prevent the importation of live stock into Canada from quarantine States; at what points such inspectors were stationed; and what salaries these inspectors were paid. Presented 22nd February, 1909.—*Mr. Chisholm (Huron).. .. ..Not printed.*

CONTENTS OF VOLUME 17—*Continued.*

83. Return to an order of the House of Commons, dated 10th February, 1909, showing the quantity of summer-caught white fish, and the value, the pickerel, quantity and value, the sturgeon, quantity and value, exported to the United States for each year, respectively, during the years from November 1893 to November, 1908, from the Manitoba ports. Presented 23rd February, 1909.—*Mr. Bradbury*.. .. ..*Not printed.*

84. Return to an order of the House of Commons, dated 8th February, 1909, showing, in detail, all moneys received by this government from the sale of land, forest, mines, fisheries and other natural resources of the province of Alberta for the last fiscal year. Presented 23rd February, 1909.—*Mr. McCarthy*.. .. ..*Not printed.*

85. Return to an order of the eHouse of Commons, dated 17th February, 1909, showing from whom the wood-working machinery was purchased for Intercolonial Railway shops at Moncton or elsewhere since 1st January, 1908, how much from each and the prices paid; from whom the iron-working machinery was purchased for the Intercolonial Railway shops at Moncton, or elsewhere, since 1st January, 1908, how much from each, and the prices paid, the dates, (*a*) of purchase, and (*b*) of delivery. Presented 23rd February, 1909.—*Mr. Clare*.. .. ..*Not printed.*

85*a*. Return to an order of the House of Commons, dated 22nd March, 1909, showing the claims of any person or persons in Nova Scotia against the government by reason of personal damages or losses of animals or damages to property on account of the Intercolonial Railway, settled or paid between 1st June and 31st December, 1908, together with the names and addresses of such persons, the nature of their claims, how settlement was effected, and on what date settlement was effected in each case. Presented 26th March, 1909.—*Mr. Rhodes*.. .. ..*Not printed.*

86. Return to an address of the House of Commons, dated 15th February, 1909, for a copy of all orders in council, regulations, reports, correspondence, documents, and papers under, relating to or touching the several treaties of 11th April, 1908, between His Majesty and the United States of America, relating to or touching any action, proceeding, appointment, reports or other matter made, had or undertaken under or pursuant to the said treaties or either of them. Presented 25th February, 1909.—*Mr. Borden (Halifax)*.. .. ..*Not printed.*

87. Return to an order of the House of Commons, dated 26th February, 1909, for copy of a report of Thomas Costello, special officer of customs, on the subject of the Woollen Industry in Great Britain. Presented 26th February, 1909.—*Mr. Paterson.*
Printed for both distribution and sessional papers.

88. Copy of special agreement for the submission of question relating to Fisheries on the North Atlantic Coast under the general treaty of Arbitration concluded between the United States and Great Britain on the 4th day of April, 1908. Presented 26th February, 1909, by Hon. A. B. Aylesworth.. .. ..*Not printed.*

89. Return to an order of the House of Commons, dated 22nd February, 1909, showing how many heads of stock there are on the respective experimental farms and what they consist of; the estimated value of the different kinds, and for what purposes they are utilized; how many acres there are in each experimental farm; how many acres there are under cultivation on each farm. Presented 26th February, 1909.—*Mr. Staples*.. .. ..*Not printed.*

90. Declaration of Principles, North American Conservation Conference. Presented 26th February, 1909, by Hon. S. A. Fisher..*Printed for both distribution and sessional papers.*

91. Statement of insurance paid on the St. Lawrence route on merchandise, provisions and grain, from 1900 to 1907, both years inclusive. Presented (Senate) 28th January, 1909, by Hon.. Sir Richard Cartwright.. .. ..*Not printed.*

CONTENTS OF VOLUME 17—*Continued.*

92. Statement of the affairs of the British Canadian Loan and Investment Company (Limited), for the year ended the 31st of December, 1908, also a list of the shareholders for the same year, in compliance with the Loan Corporation Act. Presented (Senate) 25th February, 1909, by the Hon. the Speaker.. .. ..*Not printed.*

93. Copy of the Progress Report, Hudson Bay Railway Surveys, 1st February, 1909. Presented 4th March, 1909.—*Hon. G. P. Graham*.. .. ..*Not printed.*

93*a*. Return to an order of the House of Commons, dated 8th February, 1909, showing all surveys made to date in the prosecution of the proposed Hudson Bay Railway. Presented 8th March, 1909.—*Mr. Meighen*.. .. ..*Not printed.*

94. Return to an order of the House of Commons, dated 26th January, 1909, of all correspondence, papers and reports of engineers or others, relating to the authorization and construction of a canal from Lake Simcoe to Newmarket, including all contracts entered into, the amount of money so far paid, and the estimated cost of the completed work, with plans showing the capacity of the canal, and for all statements and estimates of the commercial reasons for the work. Presented 4th March, 1909.—*Mr. Foster*.. .. ..*Not printed.*

94*a*. Return to an order of the House of Commons, dated 22nd March, 1909, showing: 1. Who were employed to value the land of the right of way of the canal from Holland River to Newmarket, and what other duties than valuation of lands these parties were entrusted with. 2. The remuneration of each of these valuators. 3. How long they were employed, and upon what terms. 4. (*a*) What properties they valued, (*b*) at what amount or rate in each case, (*c*) the acreage of each property, (*d*) in how many cases, by names, the valuations were accepted by the owners, (*e*) in how many cases, by names, the valuations were finally rejected by the owners, (*f*) in what cases expropriation proceedings were resorted to, and (*g*) the result as compared with valuators' figures. 5. What titles to all properties have been required. Presented 31st March, 1909.—*Mr. Lennox*.. .. ..*Not printed.*

95. Return to an order of the House of Commons, dated 8th February, 1909, for a copy of all lists of voters as prepared by the enumerators and completed by the deputy returning officers for the several polling subdivisions in the electoral riding of Calgary, in the province of Alberta, and used in the recent general election for the House of Commons. Presented 4th March, 1909.—*Mr. McCarthy*.. .. ..*Not printed.*

95*a*. Return to an order of the House of Commons, dated 8th February, 1909, showing the names of the deputy returning officer, poll clerk, scrutineer or agent, or any other officer who acted, respectively, as such in the several polling subdivisions in the electoral district of Calgary in the recent general election for the House of Commons. Presented 4th March, 1909.—*Mr. McCarthy* .. ..*Not printed.*

95*b*. Return to an order of the House of Commons, dated 15th March, 1909, showing, in respect of the election for the House of Commons, held in the county of Montcalm, on the 26th of October, 1908, and in respect of each polling subdivision (*a*) the number of votes polled for each candidate; (*b*) the total number of valid votes polled; (*c*) the number of rejected ballots; (*d*) the number of spoiled ballots; (*e*) the number of voters on the revised voters' list; (*f*) the number of ballot papers in possession of the deputy returning officer at the hour of the opening of the poll; (*g*) the number of ballot papers remaining unused in the hands of the deputy returning officer at close of the pool; (*h*) the name and the address of the returning officer and names and addresses of each of his deputies and poll clerks; (*i*) all correspondence between the government, or any officer thereof, and the returning officer, or any deputy returning officer or poll clerk or, any candidate in respect of said election. Presented 22nd March, 1909.—*Mr. Ames*.. .. ..*Not printed.*

CONTENTS OF VOLUME 17—*Continued.*

95*c*. Return to an order of the House of Commons, dated 17th February, 1909, for a copy of all lists of voters as prepared by the enumerators and completed by the deputy returning officers for the several polling subdivisions in the electoral riding of Qu'Appelle, and used in the recent general election for the House of Commons; also for a return showing the boundaries of the said polling subdivisions, and the names of the enumerators, deputy returning officers, poll clerks, candidates' agents or scrutineers who acted for each poll. Presented 22nd March, 1909.—*Mr. Lake*..*Not printed.*

96. Return to an order of the House of Commons, dated 11th February, 1909, for a copy of a report made by Charles Olin to the Department of the Interior, of his visit to Sweden for that department in 1907-8, and of all correspondence leading up to his appointment to make such trip, and in any way relating thereto. Presented 4th March, 1909.—*Mr. Goodeve*.. .. ..*Not printed.*

97. Return to an order of the House of Commons, dated 8th February, 1909, for a copy of all applications that have been received for the transfer of villa lots in section 14, township 24, range 1, west of the fifth meridian, and all correspondence in connection therewith since the 10th day of June, 1908. Presented 4th March, 1909.—*Mr. McCarthy.* *Not printed.*

98. Return to an order of the House of Commons, dated 1st March, 1909, showing the average number of men employed in every capacity in the working, maintenance and repairs of the Carillon and Grenville Canals during each of the following months: July and August, 1906 and 1908, September and October, 1907 and 1908; and the total outlay for wages and salaries; also, the total expenditure of every kind in connection with the said canal during each of these months. Presented 4th March, 1909.—*Mr. Perley*.. .. ..*Not printed.*

99. Return to an address of the House of Commons, dated 22nd February, 1909, for a copy of orders in council, correspondence, letters, despatches, memoranda and communications, between the Imperial and Canadian governments relating to the organization of a Imperial General Staff. Presented 5th March, 1909.—*Mr. Talbot.*
Printed for both distribution and sessional papers.

100. Return to an order of the House of Commons, dated 1st February, 1909, for a copy of all correspondence between the Surveyor General's Department or Department of Indian Affairs and the late Mr. Vaughan, D.L.S., covering his instructions to survey the parish of St. Peters, St. Clements and St. Peters Indian Reserve; together with Mr. Vaughan's correspondence, &c.; of all correspondence between the Department of the Interior and Mr. H. M. Howell, Commissioner to investigate Indian claims on said reserve; of the report of Mr. Rothwell, Law Clerk of the Department of the Interior, on the said St. Peters land claim; of the itemized account of Frederick Heap, of the services rendered during the investigation, and instruction to him from the Department of the Interior and Indian Affairs. Presented 5th March, 1909.—*Mr. Bradbury.* *Not printed.*

100*a*. Return to an order of the House of Commons, dated 22nd February, 1909, for a copy of the treaty arranged between St. Peters Indians and the government; and of all correspondence, papers, instructions, and documents relating to the aforesaid treaty. Presented 11th March, 1909.—*Mr. Bradbury*.. .. ..*Not printed.*

100*b*. Return to an order of the House of Commons, dated 17th February, 1909, showing the number and names of all parties who were entitled to receive patents, and did receive patents, under the treaty made by Mr. H. M. Howell for the surrender of St. Peters Reserve, Manitoba. Presented 12th March, 1909—*Mr. Bradbury*.. .. .. ..*Not printed.*

CONTENTS OF VOLUME 17—*Continued.*

100*c*. Supplementary Return to No. 100. Presented 5th April, 1909.. .. ..*Not printed.*

100*d*. Return to an order of the House of Commons, dated 5th April, 1909, for a copy of all papers, letters and correspondence relating to, and an itemized statement of, the account of Mr. H. M. Howell in regard to the surrender of St. Peters Reserve. Presented 27th April, 1909.—*Mr. Smyth*.. .. ..*Not printed.*

100*e*. Supplementary Return to No. 100. Presented 19th May, 1909.. .. ..*Not printed.*

101. Supplementary Convention respecting the commercial relations between France and Canada, entered into at Paris on the 23rd day of January 1909, between His Majesty and the President of the French Republic. Presented 8th March, 1909, by Hon. W. S. Fielding.. .. .. *Printed for both distribution and sessional papers.*

102. Correspondence relating to Supplementary Convention respecting commercial relations between Canada and France. Presented 10th March, 1909, by Hon. W. S. Fielding. *Printed for both distribution and sessional papers.*

103. Return to an order of the House of Commons, dated 22nd February, 1909, for a copy of all evidence, reports, correspondence, writings, papers and documents in possession or control of the Department of Inland Revenue, including all correspondence and written statements between the department or its officials or agents, and the government of Manitoba, or the Attorney General or other officials or agents of that province, in reference to the quality of coal oil sold in Manitoba, and accidents caused by coal oil there during the year 1908, and connected with recent investigations into the cause of these disasters. Presented 8th March, 1909.—*Mr. Schaffner*.. .. ..*Not printed.*

104. Copies of cablegrams between His Excellency the Governor General and the Honourable the Secretary of State for the Colonies respecting the International Boundary Waters Treaty. Presented 8th March, 1909, by Sir Wilfrid Laurier.. .. ..*Not printed.*

104*a*. International Boundary Waters Treaty, signed at Washington, 11th January, 1909, (2) Rider attached by United States Senate. Presented 15th March, 1909, by Hon. W. S. Fielding.. .. ..*Not printed.*

105. Return to an order of the House of Commons, dated 16th January, 1909, showing the number and amount of temporary loans made by the government since 1st July, 1906, the bank or corporation with which each was made, the conditions and cost of the same. Presented 9th March, 1909.—*Mr. Foster*... .. ..*Not printed.*

105*a*. Return to an order of the House of Commons, dated 26th January, 1909, showing the amount and conditions of each permanent loan made by the government since 1st July, 1896, the bank or corporation through which it was made, the cost of each, in (*a*) brokerage and commission, (*b*) stamps, &c., (*c*) legal or other services, and (*d*) discounts, the net result of each loan and per cent of interest upon the same. Presented 24th March, 1909.—*Mr. Foster*.. .. ..*Not printed.*

105*b*. Supplementary Return to No. 105*a*. Presented 31st March, 1909.. .. .. ..*Not printed.*

105*c*. Return to an order of the House of Commons, dated 8th March, 1909, showing what expenses under the following heads: (*a*) bank commission, (*b*) underwriting charges, (*c*) brokerage, and (*d*) advertising, were incurred by the government on each of the following loans, and to whom the several amounts were paid, viz:—

	£ s. d.
1874 loan extended to 1911, 4 per cent..	1,753,830 4 10
1875-8 Public Works guaranteed loan, 4 per cent..	3,200.000 0 0
Loan of 1884, 3½ per cent..	5,000,000 0 0

CONTENTS OF VOLUME 17—*Continued.*

Canada reduced 1885, 4 per cent..	6,443,136 2 9
Loan of 1885, 4 per cent..	4,000,000 0 0
C. P. R. land grant 1888, 3½ per cent..	3,093,700 0 0
4 per cent loan of 1908-12, 4 per cent..	1,379,600 0 0
3½ per cent loan 1908, (February issue) 3½ per cent..	3,000,000 0 0
3¾ per cent loan 1908, 3¾ per cent..	5,000,000 0 0
3½ per cent loan 1908 (October issue) 3½ per cent..	5,000,000 0 0
3¾ per cent loan 1909, 3¾ per cent..	6,000,000 0 0
Payable in Canada—	
Reduced loan of 1883, extended 3½ per cent..	$1,425,800 00
Dominion stock issue—	
A reduced in 1897, 3½ per cent..	58,899 67
B reduced in 1897, 3½ per cent..	325,900 00
C reduced in 1897, 3½ per cent..	49,066 34
E extended for 10 years, from 1st July, 1906, 3¾ per cent..	2,500,000 00
Dominion stock issue 1891, 3½ per cent..	404,202 00

$5,000,000 for one month; Bank of Montreal, Ottawa; 2nd March, 1909; 4 per cent. Presented 6th April, 1909.—*Mr. Sharpe (Ontario).. .. ..Not printed.*

105*d*. Return to an order of the House of Commons, dated 26th January, 1909, showing, in respect of the sinking fund in connection with each outstanding loan forming on 31st March, 1908, part of the funded public debt: (*a*) term of loan, (*b*) the sinking fund rate, (*c*) the amount that has been each year set aside, including earnings of interest reinvested, (*d*) the aggregate amount to credit of sinking fund of that particular loan on 31st March, 1908, (*e*) the aggregate amount which may be reasonably expected to stand to credit of sinking fund on date when loan shall fall due, and if extended at the end of final period, (*f*) percentage which accrued sinking fund and its earnings will bear to the nominal amount of loan on date of expiry. Presented 6th April, 1909.—*Mr. Ames.. .. ..Not printed.*

105*e*. Supplementary Return No. 105*c*. Presented 19th April, 1909.. .. ..*Not printed.*

105*f*. Return to an address of the House of Commons, dated 8th February, 1909, for a copy of all orders in council, correspondence and papers, including prospectuses, in relation to the loans negotiated by the Minister of Finance from the 1st January, 1907, to date. Presented 19th April 1909.—*Mr. Foster.. .. ..Not printed.*

105*g*. Return to an order of the House of Commons, dated 26th January, 1909, showing, in detail, the contingent or nominal liabilities of the Dominion government on the 1st of January, 1909; that is to say, a statement of all amounts which might under existing legislation become exigible, such as earnable railway subsidies, government guaranteed loans, deficiencies which might require to be made good, &c. (See also 109*a*.) Presented 19th April, 1909.—*Mr. Ames.. .. ..Not printed.*

106. Return to an order of the House of Commons, dated 22nd February, 1909: 1. Showing the approximate area of coal and timber lands, respectively, in each of the provinces of Saskatchewan and Alberta (*a*) owned by private individuals or companies, (*b*) leased by the government to private individuals or companies; and the approximate area in each province on which mining or lumbering operations are actually being carried on. 2. The approximate amount of revenue collected by the government between 1st January, 1906, and the 31st December, 1908, on account of (*a*) payments for coal lands; (*b*) coal royalties; (*c*) bonuses and rentals on timber lands; (*d*) timber dues; (*e*) hay lands; (*f*) grazing lands, and (*g*) irrigation areas within each of the above provinces. Presented 11th March, 1909.—*Mr. Lake.. .. ..Not printed.*

CONTENTS OF VOLUME 17—*Continued.*

106*a*. Return to an order of the House of Commons, dated 22nd February, 1906, showing how many acres have already been taken up in Manitoba, Saskatchewan and Alberta, respectively, by homestead and pre-emption, by railway lands, by Hudson Bay lands; by other corporations or persons; by waste, swamps or mountainous land unfit for tilling; by lake areas, including Winnipeg, Winnipegosis, Manitoba, Big Quill, Birch and Beaver; and the area in square miles of each province above named. Presented 11th March, 1909.—*Mr. Hughes*.. .. ..*Not printed.*

106*b*. Return to an order of the House of Commons, dated 8th March, 1909, for a copy of all applications, advertisements, tenders, leases, correspondence and papers of every description, with respect to timber berths Nos. 1316, 1317, 1318, 1330, 1331, 1332, 1333, 1334, 1335, 1336, 1360, 1361, 1362, 1363, 1364 and 1365. Presented 30th March, 1909.—*Mr. Bradbury*.. .. ..*Not printed.*

106*c*. Return to an order of the House of Commons, dated 22nd March, 1909, for a copy of all correspondence, communications in writing and documents, to the Minister of the Interior, or any official of the department, and the replies or communications from the minister or any official of the department, since 11th January, 1905, relating to the transfer of certain swamp lands in the Big Grass Marsh, in the province of Manitoba, to His Majesty King Edward VII., for the purposes of the province of Manitoba. Presented 30th March, 1909.—*Mr. Molloy*.. .. ..*Not printed.*

106*d*. Supplementary Return to an order of the House of Commons, dated 3rd March, 1909, showing with respect to leases granted since 30th June, 1896, for timber on Dominion lands in British Columbia, the names and addresses of lessees, the date, term and acreage of each lease, and the bonus received for the same. Presented 5th April, 1909. —*Mr. Taylor (New Westminster)*.. .. ..*Not printed.*

106*e*. Return to an order of the House of Commons, dated 5th April, 1909, for a copy of all correspondence, reports, papers, and communications in the possession of the Dominion Lands Office at Prince Albert and the Department of the Interior at Ottawa, in connection with the application for patent for the N.E. ¼ section 10, township 47, range 1, west 3rd meridian of A. A. Strachan, and the performance of his homestead duties. Presented 16th April, 1909.—*Mr. Lake*.. .. ..*Not printed.*

107. Return to an order of the House of Commons, dated 1st February, 1909, showing the total amount received by the Winnipeg *Free Press* from all the departments of the government from 1st July, 1896, to 1st January, 1909, specifying amount each year. Presented 11th March, 1909.—*Mr. Herron*.. .. ..*Not printed.*

107*a*. Supplementary Return to No. 107. Presented 26th March, 1909.. .. .. ..*Not printed.*

108. Return to an order to the House of Commons, dated 26th January, 1909, showing approximately the total amount of available cash on deposit to the credit of the government on the last day of each month during the period between the 1st of April, 1907, and the 31st December, 1908. Presented 11th March, 1909.—*Mr. Ames*.. ..*Not printed.*

109. Return to an order of the House of Commons, dated 26th January, 1909, showing to date the statement found on page 15 of the Budget Speech of 1898. Presented 11th March, 1909.—*Mr. Ames*.. .. ..*Not printed.*

109*a*. Return to an order of the House of Commons, dated 26th January, 1909, showing, in detail, the contingent or nominal liabilities of the Dominion government on the 1st January, 1909; that is to say, a statement of all amounts which might under existing legislation become exigible, such as earnable railway subsidies, government guaranteed loans, deficiencies, which might require to be made good, &c. (Supplementary to No. 105*g*.) Presented 11th March, 1909.—*Mr. Ames*.. .. ..*Not printed.*

CONTENTS OF VOLUME 17—*Continued.*

110. Return to an order of the House of Commons, dated 17th February, 1909, for a copy of all correspondence passing between the Department of Justice and the officers of New Westminster Penitentiary or other persons whatsoever, relating to the visit or proposed visit of detectives to Bill Miner during his incarceration in said penitentiary; also of the report of the Inspector of Penitentiaries after investigating the circumstances connected with Miner's escape, and of the evidence on which such report is based; also a copy of telegram sent from the said penitentiary to the department or its officers respecting Miner's escape, and of such telegrams as received and of telegrams sent and received in answer within two weeks from such escape. Presented 12th March, 1909.—*Mr. Taylor (New Westminster)*.. .. ..*Not printed*..

111. Return to an order of the House of Commons, dated 17th February, 1909, showing what amounts the government has paid property owners for damages caused by the holding up of water in the Otonabee River, between Hastings and Peterboro', and the names of the parties receiving settlements. Presented 15th March, 1909.—*Mr. Sexsmith.*

Not printed.

111*a*. Return to an order of the House of Commons, dated 17th February, 1909, showing what amounts the government has paid property owners in or around Stony Lake for damages caused by the rising of water, and who they were. Presented 15th March, 1909.—*Mr. Sexsmith*.. .. ..*Not printed.*

111*b*. Return to an order of the House of Commons, dated 8th February, 1909, showing what measures, if any, have been taken by the government to lower the waters of Lakes Simcoe and Couchiching; what moneys, if any, have been expended for this purpose, the date of expenditure, and persons superintending the same; the future intention of the government in this direction, for the purpose of reclaiming thousands of acres of first-class arable land. Presented 25th March, 1909.—*Mr. Sharpe (Ontario).*

Not printed.

112. Return to an order of the House of Commons, dated 3rd March, 1909, for the production of the original tenders received in reponse to advertisement calling for tenders for the erection of the building at Kingston R. M. C., intended for barracks accommodation, for stables; and also for a Return showing the advertisement and the papers in which inserted; said papers not to be part of the archives of this House, but to be returned by the Clerk to the Department of Public Works after inspection. Presented 15th March, 1909.—*Mr. Edwards*.. .. ..*Not printed.*

112*a*. Return to an order of the House of Commons, dated 3rd March, 1909, for the production of the original tenders received in response to advertisement calling for tenders for the erection of the Veterinary Hospital at Kingston, and also for a return showing the advertisement and the papers in which inserted, said papers not to be part of the archives of this House, but to be returned by the Clerk to the Department of Public Works after inspection. Presented 24th March, 1909.—*Mr. Edwards*.. .. ..*Not printed.*

113. Return to an order of the House of Commons, dated 22nd February, 1909, for a copy of all papers, letters, telegrams and communications, with reference to the complaint against and conviction and fine of F. Macdonald Jacobs, of Caughnawaga Reserve, for cutting cordwood upon territory occupied by him on the reserve, and to have refund of dues or fine. Presented 15th March, 1909.—*Mr. Boyce*.. .. .. ..*Not printed.*

114. Return to an address of the House of Commons, dated 17th February, 1909, for a copy of all correspondence, letters, despatches, memoranda, &c., between the Imperial government, or any member thereof, and the Governor General, government or any member thereof, relating to or bearing upon the question of Canada contributing to the support of the British fleet, or purchasing ships of her own, or assisting in any way in maintaining with the mother country the supremacy of the seas. Presented 17th March, 1909.—*Mr. Worthington*.. .. ..*Not printed.*

CONTENTS OF VOLUME 17—*Continued.*

115. Return to an order of the House of Commons, dated 22nd February, 1909, for a copy of all reports, memorials, documents and correspondence in possession of the government with regard to the superannuation and to making provision for the superannuation of officers and members of the crew of the winter or ice-breaking steamers owned or in the employ of the government. Presented 17th March, 1909.—*Mr. Warburton.*
Not printed.

116. Return to an order of the House of Commons, dated 17th February, 1909, for a copy of all correspondence between J. H. Davis and the Department of Marine and Fisheries referring to the fisheries of Manitoba; and of all petitions and correspondence from the Fisherman's Union, Gimli, Manitoba, to and with the said department. Presented 17th March, 1909.—*Mr. Bradbury*.. .. ..*Not printed.*

116*a*. Return to an order of the House of Commons, dated 17th February, 1909, for a copy of all correspondence or petitions received from F. W. Colclaugh, while he was inspector of fisheries for Manitoba, referring to the operations of commercial companies and others. Presented 29th March, 1909.—*Mr. Bradbury*.. .. ..*Not printed.*

117. Return to an order of the House of Commons, dated 8th March, 1909, for a copy of all reports, correspondence, statements, receipts, vouchers and documents of every description with respect to the granting and payment of the railway subsidy authorized under 6-7 Edward VII., chapter, 40, section 1, subsection 16. Presented 17th March, 1909.—*Mr. Ames*.. .. ..*Not printed.*

118. Return to an address of the House of Commons, dated 1st March, 1909, for a copy of all correspondence, documents and papers relating to the construction, or proposed construction, of a line of railway from a point at or near Caledonia to Liverpool, not exceeding 29 miles, referred to in the Acts of 1903, chapter 57, section 23*d*, and all orders in council, reports, contracts, agreements and other papers, relating to the same matters. Presented 18th March, 1909.—*Mr. Borden (Halifax)*.. .. ..*Not printed.*

119. Return to an address of the Senate dated 3rd March, 1909, calling for a statement showing the imports of oxide of aluminum for the years 1903, 1904, 1905, 1906, 1907, 1908, with value. Also a statement showing the exports of aluminum for the same years, with values. Presented 10th March, 1909.—*Hon. Mr. Domville*.. ..*Not printed.*

120. Return to an order of the House of Commons, dated 1st February, 1909, showing the number of applications made to the Board of Railway Commissioners for the privilege of crossing railway tracks with telephone and telegraph wires and with water mains, each, over the said period from 1st February, 1904, to the 1st January, 1908; the total number of applications granted over said period; the total number of applications refused; the date of each application; the date each application was granted; the length of time from the application to the granting of same; and what time should elapsed before the board should give its decision. Presented 23rd March, 1909.—*Mr. Barr*.. .. ..*Not printed.*

121. Return to an order of the House of Commons, dated 17th February, 1909, giving detailed items of the sum of $10,646.93, being revenue received from Kingston Penitentiary, other than from sale of twine, as shown on page L—36 of the Auditor General's Report, and stating what proportion of such revenue was derived from sales to officers of the penitentiary, with the names of such officers, and the amounts and nature of the goods purchased by them. Presented 23rd March, 1909.—*Mr. Barnard*....*Not printed.*

122. Return to an order of the House of Commons, dated 1st March, 1909, for a copy of all papers and correspondence between the government and the government of British Columbia with reference to the reduction of Indian Reserves in that province, proportionately to the decrease of Indian population as provided for by order in council. Presented 23rd March, 1909.—*Mr. Barnard*.. .. ..*Not printed.*

CONTENTS OF VOLUME 17—*Continued.*

123. Return to an order of the House of Commons, dated 17th February, 1909, for a copy of all correspondence, reports and papers of every description treating of or in connection with the application of or grant to Francis Percival Aylwin, of the city of Ottawa, of a tract of land in the province of Alberta for irrigation purposes. Presented 23rd March, 1909.—*Mr. Magrath*.. .. ..*Not printed.*

124. Return to an order of the House of Commons, dated 3rd March, 1909, showing the amounts on deposit in the Government Savings Department on 1st October, 1889, 1st October, 1896, and 1st October, 1897 and 1898; how many officials were employed in connection with the management of this fund in the years 1888, 1890, 1898, 1900 and 1908; the cost of the management of this fund in the years 1888, 1890, 1898, 1900 and 1908. Presented 23rd March, 1909.—*Mr. Sharpe (Ontario)*.. .. ..*Not printed.*

124*a*. Supplementary Return to No. 124. Presented 5th April, 1909.. .. .. ..*Not printed.*

125. Return to an order of the House of Commons, dated 1st February, 1909, showing what operations, including all expenditures, were carried on last year under the fishing leases granted to F. H. Markey, of Montreal, for Great Slave Lake, Nelson and other rivers; J. K. McKenzie, of Selkirk, for Lesser Slave Lake and Arthabaska Lakes; Archibald McNee, for parts of James Bay; Coffey and Merritt, Cedar Lake; The Capital City Packing Company (Limited) and the William Hickey Company (Limited). Presented 24th March, 1909.—*Mr. Bradbury*.. .. ..*Not printed.*

126. Return to an order of the House of Commons, dated 26th January, 1909, showing the names and places of registry of the several American fishing vessels seized by the Dominion fishery cruisers for illegal fishing in Canadian waters since 1900, and of the courts in which action for penalties or forfeitures were instituted, the mode of service of the writs or other process on such foreign fishing vessels, and in what court tried and a statement of the fines imposed, or proceeds of sale realized, and how such fines or proceeds of forfeiture were appropriated; also a copy of the judgment of the High Court of Justice for Ontario in the case of Rex vs. American Gasoline Fishing Boat. Presented 24th March, 1909.—*Mr. Macdonell*.. .. ..*Not printed.*

127. Return to an address of the House of Commons, dated 1st February, 1909, for a copy of all orders in council, reports, correspondence, deeds, conveyances, regulations, conditions and other documents relating to (*a*) the grant or conveyance to the Grand Trunk Railway Company of Canada of a portion of Major Hill Park, so-called, for the site of an hotel, or touching the use or purpose for which the said conveyance was made or proposed; (*b*) the grant or conveyance to the said company or to the Ottawa Railway Terminal Company or to any other person or corporation of any lands in or adjoining the city of Ottawa for the purpose of or in connection with the building of a station at Ottawa or for other railway purposes. Presented 24th March, 1909.—*Mr. Borden (Halifax)*.. .. ..*Not printed.*

128. Return to an order of the House of Commons, dated 3rd March, 1909, showing how many post offices have been transferred in the province of Manitoba since 1st November, 1908; who the former postmasters were, and who the present postmasters are, with the names of offices; and the reasons assigned for the transfers. Presented 24th March, 1909.—*Mr. Roche*.. .. ..*Not printed.*

128*a*. Return to an order of the House of Commons, dated 8th March, 1909, for a copy of all applications, correspondence, reports, documents and papers relating to the establishment and service of a post office at Hand Hills, Alberta. Presented 13th April, 1909.—*Mr. Magrath*.. .. ..*Not printed.*

CONTENTS OF VOLUME 17—*Continued.*

128*b*. Return to an order of the House of Commons, dated 22nd March, 1909, for a copy of all correspondence, petitions and reports addressed to the government, or Post Office Department, and all correspondence and orders consequent thereon, relating to the change of the name of the post office of Weymouth North, and of the post office of Weymouth Bridge to Weymouth. Presented 19th April, 1909.—*Mr. Jameson.*
Not printed.

129. Return to an order of the House of Commons, dated 8th March, 1909, showing the names and addresses of the several immigration agents in Canada whose duty it is to locate or settle immigrants upon their arrival in Canada, what salary or remuneration has been paid to each such agent for the fiscal year 1908 and up to the 1st February, 1909, and on what basis they are paid. Presented 25th March, 1909.—*Mr. Macdonell.*
Not printed.

129*a*. Return to an order of the House of Commons, dated 8th March, 1909, showing the names and addresses of the several inspectors of immigrants employed by the government; what salary or remuneration has been paid to each such inspector during the fiscal year 1908 and up to the 1st February, 1909; and on what basis they are paid. Presented 25th March, 1909.—*Mr. Herron*.. .. ..*Not printed.*

129*b*. Return to an order of the House of Commons, dated 10th February, 1909, for a copy of all correspondence, reports and documents between the Department of the Interior and the immigration agents in the United States; and between the Department of the Interior and the colonization societies since the 1st of January, 1908. Presented 30th March, 1909.—*Mr. Paquet*.. .. ..*Not printed.*

130. Return to an order of the House of Commons, dated 15th March, 1909, showing the amounts paid during the years 1903-4, 1905-6 and 1907-8 by the following Departments: (*a*) Marine and Fisheries, (*b*) Railways and Canals, (*c*) Customs, (*d*) Post Office, (*e*) Militia and Defence, and (*f*) Public Works, to the following persons, firms and companies, viz.—The Wilson Gas Buoys Company, the Canadian Fog Signal Company, James Murphy, William R. Blakiston, James Holliday, Allison Davie, J. B. Coté, Adolph Huot, Joseph Samson, Samson & Philion, E. Pelletier, Napoleon Mercier, Severin Martel, Michel Thibodeau, Edmond Belanger & Co., Marie & Themblay, Terreau & Racine, Rock City Tobacco Company, J. N. Martineau, George Marchand, Jean Drolet, Elie Amyot, Charles A. Parent, A. N. Melvin, W. G. Robertson, Wm. Robertson & Co., Howell & Co., St. John Iron Works, Charles McDonald, John A. Moore, Wm. J. Vroom, John A. McAvity Bros., George McAvity, Patrick J. Mooney, Polson Bros. or Polson Iron Works, Merwin & Company, F. L. Brooks & Company, F. S. Brooks, Safety Company, Submarine Company, Wm. J. Allen and Mr. Willard. Presented 25th March, 1909.—*Mr. Sharpe (Ontario)*.. .. .. *Not printed.*

131. Return to an order of the House of Commons, dated 25th January, 1909, showing in relation to each dog-fish reduction plant or establishment for the reduction of dog-fish erected by or for the government or maintained in whole or in part by the government (*a*) the cost of construction, (*b*) the cost of maintenance for each year, (*c*) the location, (*d*) the quantity of dog-fish treated thereat in each year, and (*e*) the amount realized from the sale or disposal thereof in each year. Presented 25th March, 1909.—*Mr. Borden (Halifax)*.. .. ..*Not printed.*

132. Return to an order of the House of Commons, dated 17th February, 1909, showing the amount of money paid by the government, including all branches of the service, from 1st January, 1897, to 1st January, 1909, to the Logberg Printing Company, Winnipeg. Presented 26th March, 1909.—*Mr. Bradbury*.. .. ..*Not printed.*

CONTENTS OF VOLUME 17—*Continued.*

132*a*. Supplementary Return to No. 132. Presented 6th April, 1909.. .. ..*Not printed.*

133. Return to an order of the House of Commons, dated 22nd March, 1909, showing the amount of produce of the following lines shipped to Great Britain or other countries in cold storage, or cooled air chambers, during the years 1907 and 1908:—Apples, in barrels or other packages, pears, plums, tomatoes, fresh meat, in pounds, fowl, fish, butter, eggs and cheese; to what country or countries they were shipped, and their condition on landing; the system of cold storage principally in use on the steamships carrying such produce. Presented 26th March, 1909.—*Mr. Sproule.. .. ..Not printed.*

134. Return to an address of the House of Commons, dated 10th February, 1909, for a copy of all correspondence, telegrams, papers, reports and valuations of officers or experts, and orders in council, in connection with the purchase, removal and repairing of the dredge *Industry* and parts thereof, including scow, boilers and parts. Presented 29th March, 1909.—*Mr. Foster.. .. ..Not printed.*

135. Copy of a letter sent to all officers of the Department of Public Works charged with the purchase of materials and supplies, and the certifying of accounts for same, under the different branches of the chief architect, the chief engineer and the superintendent of telegraphs. Presented 31st March, 1909, by Hon. W. Pugsley.. .. .. ..*Not printed.*

136. Return to an order of the House of Commons, dated 8th February, 1909, showing the Ross Rifles, Mark I. and Mark II., or any other description of Ross Rifle, used by the Canadian rifle team at Bisley last year in the regular team competitions; what Ross rifles of any description were used in the Bisley competitions, regular or extra series matches, by any member of the Canadian team, or any Canadian marksman engaging in such matches; with the name of the individual, and if in the employ of the Ross Rifle Company; the description of the rifle, and in what way it differs from the Ross Rifle, Mark I. and Mark II., both as to length of barrel and such expert accessories as wind gauges, sights, globe or ring, spirit levels, &c., if a target rifle or a service rifle, and if to be adopted by the government for the militia; and where the rifle was manufactured in toto. Presented 1st April, 1909.—*Mr. Worthington.. .. ..Not printed.*

137. Return to an address of the House of Commons, dated 10th February, 1909, for a copy of all correspondence, papers, reports, estimates, orders in council, &c., in connection with the surveys of and boring in, and called for tenders for dredging or excavation in the St. John Harbour and Courtney Bay, or either of them, during the year 1908; a copy of the advertisements, names of the papers in which they were inserted, the tenders received and dates, the names of the tenderers and the amount of each tender; which tender, if any, was accepted, the deposit required, and in which bank it was deposited. Presented 6th April, 1909.—*Mr. Daniel.. .. ..Not printed.*

137*a*. Return to an address of the House of Commons, dated 10th February, 1909, for a copy of all correspondence, papers, orders in council, advertisements, tenders, contracts, &c., in connection with dredging in the harbour of St. John, New Brunswick, covering the area dredged by Gershen B. Mayes, the Dominion Dredge Company, John Moore, or other parties, during the years 1904, 1905, 1906, 1907 and 1908; the quantities dug under each contract, the amounts paid to each contractor, the date of each payment, and to whom. Presented 11th May, 1909.—*Mr. Daniel.. .. ..Not printed.*

138. Return to an order of the House of Commons, dated 1st February, 1909, showing: 1. The total amount expended on public works by this government in the riding of Bonaventure prior to the general elections of 1900. 2. The total amount expended by the government in this riding, (*a*) on public works, and (*b*) in aid of the railways and other undertakings since said general election, and the estimated additional amount

CONTENTS OF VOLUME 17—*Continued.*

required, (*a*) to complete these public works, and (*b*) to meet the subsidies or grants in aid of railways or other undertakings. 3. The various public works undertaken by the Government in this riding between the general election of 1896 and the general election of 1900, the dates when the several works were undertaken, whether they were let by public advertisement, tender, and contract, or how otherwise, and the sums of money, stated separately, expended upon these works prior to the election of 1900. 4. Which of these several works were completed and which of them remained uncompleted at the date of the election in 1900. 5. The sums of money, stated separately, expended in or towards completing these works since the said election of 1900, and the dates of expenditure. 6. The various public works undertaken and carried on by the Government since the general election of 1900, the dates when the several works were inaugurated or commenced, the sums of money, stated separately, expended upon these works, and the estimated amount required to complete such of these works as have not been completed; and showing whether these works were done by tender or contract, or how otherwise. 7. The moneys granted by the Government by way of subsidy aid to railways or other undertakings in said riding since the general election of 1900, the sums of money paid under these grants and the estimated amount required to meet future payments. 8. The public works commenced and the money obligations incurred and moneys expended for public works within said riding of Bonaventure during the month of October last. Presented 13th April, 1909.—*Mr. Lennox.. .. ..Not printed.*

139. Return to an order of the House of Commons, dated 1st March, 1909, showing the names and addresses of all half-breeds living in the United States who have been allotted scrip since January, 1902, and to whom said scrip was sent or delivered. Presented 13th April, 1909.—*Mr. Bradbury.. .. ..Not printed.*

140. Return to an address of the House of Commons, dated 1st March, 1909, for a copy of all correspondence, orders in council, papers and other documents relating to the disallowance, or application therefor, of an Act of the Legislature of the province of Ontario, intituled: 'An Act respecting Cobalt Lake and Kerr Lake,' being chapter 15 of the Statutes of 1907. Presented 13th April, 1909.—*Mr. Clarke (Essex)..Not printed.*

141. Return to an order of the House of Commons, dated 15th February, 1909, showing: 1. The total mileage of railways authorized to be constructed under charters granted by the Dominion Parliament, between the period from 1888 to 1908, inclusive, exclusive of the Grand Trunk Railway Company, the Canadian Pacific Railway Company, the Canadian Northern Railway Company, and the Grand Trunk Pacific Railway Company. 2. Exclusive of the above named companies, the number of miles actually constructed under said charters. 3. The number of said companies so incorporated. 4. The number of those that have actually constructed any portion of the railway so authorized. 5. The number of said charters which have lapsed. 6. The number granted an extension of time for construction. 7. The number granted two such extensions. 8. The number granted three such extensions or more. Presented 19th April, 1909.—*Mr. Middlebro.. .. ..Not printed.*

141*a*. Return to an order of the House of Commons, dated 17th February, 1909, giving a list of railway charters granted since 1st January, 1900, other than to the Grand Trunk, Grand Trunk Pacific, the Canadian Northern and the Canadian Pacific Railway Companies, showing those whose powers have lapsed, and the length of each of the proposed roads and branches, the date of charters and renewals, if any, the total mileage constructed, the capital stock authorized, subscribed and paid up. Presented 19th April, 1909.—*Mr. Magrath.. .. ..Printed for both distribution and sessional papers.*

CONTENTS OF VOLUME 17—*Continued.*

142. Return to an order of the House of Commons, dated 1st March, 1909, showing: 1. At what work the Translation Branch of the House of Commons is employed. 2. The number of permanent translators in this branch. 3. The total amount of salaries paid to these translators. 4. The documents, reports and other matters which have been translated in this branch in the last twelve months, not including the pages already translated in the preceding year and repeated for the purpose of the report, nor the tables already made and translated and repeated for the purpose of completing these reports and documents, which have been most recently translated. 5. The total number of pages translated by the permanent translators. 6. The total number of persons, outside of the Translation Branch, to whom has been given translation work. 7. How much this outside work has cost, and how many pages have been translated in this way. 8. What Blue-books, if any, and other matters, excepting *Hansard*, is translated in other departments other than the Translation Branch of the House of Commons, and in what departments. Presented 19th April, 1909.—*Mr. Boyer.*
Not printed.

143. Certified copy of a Report of the Committee of the Privy Council, approved by His Excellency on the 19th April, 1909.—Regulations of the Civil Service Commission with reference to entrance into and promotion in the service. Presented 20th April, 1909, by Hon. C. Murphy.. .. ..*Not printed.*

144. Return to an order of the House of Commons, dated 25th January, 1909, showing all armouries built since 1st July, 1896, giving situation, cost, capacity, officials employed in each, with yearly expenses of each armoury, distributed under the head of maintenance, improvements, extensions and salaries, with the number of troops actually making use of the same, and to what extent each year. Presented 20th April, 1909.—*Mr. Foster*.. .. ..*Not printed.*

145. Return to an address of the House of Commons, dated 22nd March, 1909, for a copy of all correspondence, reports, documents, orders in council, in the possession of the Government relating to the establishment of a Geodetic Service Bureau, and the commencement of a Geodetic Survey in Canada. Presented 20th April, 1909.—*Mr. MacLean (Lunenburg)*.. .. ..*Printed for both distribution and sessional papers.*

145*a*. Supplementary Return to No. 145. Presented 27th April, 1909.
Printed for both distribution and sessional papers.

145*b*. Further Supplementary Return to No. 145. Presented 28th April, 1909.
Printed for both distribution and sessional papers.

146. Return to an order of the House of Commons, dated 17th February, 1909, for a copy of all correspondence respecting the improvements made in the Assiniboia River near Portage la Prairie, in September and October, 1908; and of all papers, vouchers, orders, resolutions, returned cheques, &c., in any way relating to the said work or to carrying out of same. Presented 22nd April, 1909.—*Mr. Staples*.. .. ..*Not printed.*

147. Return to an order of the House of Commons, dated 25th January, 1909, showing the various statistical and special informative publications issued by the several departments of the Government, the number and pages of each, the number and cost of each for the year 1908, the number of persons employed in their preparation, the salaries paid to each person so employed, the number of special employees for engraving or illustrating these publications, and the salaries and expenses of the same, including work and apparatus, the firm or printing company publishing the same, and the amount paid in each case for printing and binding. The above return is not to include the regular reports of the departments, but to be so presented as to show the

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name of each statistical or special publication, the number of such printed, and the number of pages in each, the number of officials employed in the preparation of the publication, the total cost of each, and the total cost of all such publications for the year 1908. Presented 22nd April, 1909.—*Mr. Foster*.. .. ..*Not printed.*

148. Return to an order of the House of Commons, dated 5th April, 1909, for copies of all correspondence between the Marine and Fisheries Department and any person or persons relative to the cancellation of the certificate of Thomas Bibbington, or the removal of his name from the list of certified pilots for the port of Victoria, B.C. Presented 22nd April, 1909.—*Mr. Barnard*.. .. ..*Not printed.*

149. Return to an order of the House of Commons, dated 8th February, 1909, showing all contracts for the carrying of mail, which expire in the month of April, 1909, that have been renewed without asking for tenders: where the routes are situated, the price paid for carrying the mail, and the name of the carrier, and his place of residence in each case. Presented 27th April, 1909.—*Mr. Armstrong*.. .. ..*Not printed.*

150. Copy of an ordinance respecting the hearing and decision of disputes in relation to mining lands in the Yukon Territory. Presented (Senate) 5th May, 1909, by Hon. Sir Richard Cartwright.. .. ..*Not printed.*

151. Copy of an ordinance respecting the imposition of a tax upon ale, porter, beer or lager beer imported into the Yukon Territory. Presented (Senate) 5th May, 1909, by Hon. Sir Richard Cartwright.. .. ..*Not printed.*

152. Return to an order of the House of Commons, dated 11th February, 1909, for a copy of all communications, accounts, reports and other papers received by the Department of Public Works from A. Edgar Hanson, E. T. P. Shewan, or other person or persons, relating to the survey of the St. John River channel between Fredericton and Woodstock, and of all letters, instructions, &c., from the department to Mr. Hanson, Mr. Shewan, or other person or persons in connection therewith. Presented 7th May, 1909. —*Mr. Crocket*.. .. ..*Not printed.*

153. Return to an address of the House of Commons, dated 22nd March, 1909, for a copy of all orders in council directing that repairs be made on different wharfs in the county of Soulanges, a copy of all correspondence, reports, accounts and pay-rolls relating to the valuation of these works, the payment and the list of names of all who were employed as day labourers on these works; a copy of all letters, reports and recommendations exchanged between the Government and all other perons relating to the choice of men to be engaged on these works and those who should be refused employment; a copy of the report of accounts produced by Mr. Alfred Bissonette, wharfinger at St. Zotique, and Mr. Treflé Poirier, wharfinger on the wharfs of the canal and River St. Lawrence, in the parish of Des Cèdres, and of those of Mr. Isaïe Lalonde, son of Albert, farmer, of St. Zotique; a copy of accounts for furnishing wood, iron, cement, sand and stone used in the building of said wharfs, and also a statement of the materials purchased as aforesaid, paid for by the department, and which were not used because they were considered unfit for the building of these wharfs. Presented 11th May, 1909.—*Mr. Lortie*.. .. ..*Not printed.*

154. Return to an address of the House of Commons, dated 8th February, 1909, for a copy of all orders in council, correspondence, papers and other documents between the Government or any member thereof, and any person or persons, referring in any way to the drainage of the Nation River, running through the township of Matilda and Winchester, in the county of Dundas, from the year 1901. Presented 11th May, 1909.— *Mr. Broder*.. .. ..*Not printed.*

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155. Return to an order of the House of Commons, dated 5th April, 1909, showing the amount of money received from the Government by the *Canada Posten* of Winnipeg during the years 1907 and 1908. Presented 12th May, 1909.—*Mr. Bradbury*..*Not printed.*

156. Farming in Canada.—Report of the Scottish Commission on Agriculture in Canada, 1908. Presented 12th May, 1909, by Hon. F. Oliver.. .. ..*Not printed.*

157. Return to an order of the House of Commons, dated 5th April, 1909, for a copy of all correspondence and reports respecting the Colonization and Repatriation Society of Lake St. John from 1900 to this date, and a detailed statement of the moneys paid to the society and of the manner in which they have been expended between these dates. Presented 14th May, 1909.—*Mr. Girard*.. .. ..*Not printed.*

158. Return to an address of the Senate, dated 19th March, 1909, calling for copies of all correspondence and documents from the Pacific Cable Board on the working and revenue of the Pacific cable and all information on the subject of a state-owned Atlantic cable and Empire cables generally. Presented 13th May, 1909.—*Hon. Mr. Belcourt*.. .. ..*Not printed.*

159. Return to an address of the Senate, dated 29th April, 1909, for copies of all correspondence between the Honourable Sir Frederick Borden, Minister of Militia and Defence, Mr. Crowe and others, relating to the admission of Newfoundland into the Dominion as a province of the same. Presented 13th May, 1909.—*Hon. Sir Mackenzie Bowell.*
Not printed.

160. Return to an order of the House of Commons, dated 5th April, 1909, for a copy of all documents, complaints, correspondence and decisions arrived at relating to a contract of lease entered into between Alphonse Laberge, lessor, and the Government of the Dominion of Canada, lessee, of date 20th day of July, 1904. Presented 14th May, 1909. —*Mr. Roy (Montmagny)*.. .. ..*Not printed.*

161. Return to an order of the House of Commons, dated 22nd March, 1909, for a copy of all correspondence, tenders and documents in connection with the construction of an ice-breaking steamer for Northumberland Straits, let to Messers. Vickers, Sons & Maxim; also the same in connection with the construction of a lighthouse tender and buoy steamer for the Great Lakes, by Messrs. Swan, Hunter, Wigham & Richardson. Presented 15th May, 1909.—*Mr. Currie (Simcoe)*.. .. ..*Not printed.*

162. Order in Council granting authority for the exemption from payment of the Chinese Capitation Tax in certain cases. Presented 17th May, 1909, by Sir Wilfrid Laurier.
Not printed.

163. Return to an order of the House of Commons, dated 3rd March, 1909, showing with respect to prosecutions since 1906 for violation of postal law, the nature of each offence alleged, the place of residence of person charged, and the result of each trial and penalty imposed. Presented 17th May, 1909.—*Mr. Taylor (New Westminster).*
Not printed.

164. Return to an order of the House of Commons, dated 8th March, 1909, for a copy of all reports, specifications, offers, tenders, contracts, alterations of contract, correspondence and documents of every description relating to or in connection with the contract of Thadee Desbiens for an extension to the Chicoutimi pier; and the same in connection with the contract of the General Construction Company, for work done by the dredge *Algonquin* at at near said pier. Presented 18th May, 1909.—*Mr. Ames*....*Not printed.*

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164*a*. Return to an order of the House of Commons, dated 8th March, 1909, for a copy of all petitions, reports, specifications, offers, tenders, contracts or papers, of any description in connection with the protection pier at Rivière du Moulin, near Chicoutimi; Saguenay County, P.Q. Presented 19th May, 1909.—*Mr. Ames*.. .. ..*Not printed.*

165. Return to an order of the House of Commons, dated 5th April, 1909, showing how many seining licenses for fishing in Pacific coast waters are now current; to whom they have been granted; the area covered by each license, and how many of these licenses are being operated by the original licensees, and how many by aliens. Presented 18th May, 1909.—*Mr. Cowan*.. .. ..*Not printed.*

165*a*. Return to an order of the House of Commons, dated 8th March, 1909, showing: 1. How many licenses to fish and pack lobsters in the coast waters of Prince Edward Island have been issued by the Dominion Government since 1st January, 1904, to this date, and to whom same were issued. 2. A copy of any petitions, requests, or correspondence received by the Government from any person or persons, or corporations since 1st January, 1904, asking for licenses to fish and pack lobsters in said province. 3. The number of new licenses likely to be issued by the Government during the present year. Presented 18th May, 1909.—*Mr. Fraser*.. .. ..*Not printed.*

165*b*. Return to an order of the House of Commons, dated 5th April, 1909, showing the names of all persons residing in the town of Liverpool, Nova Scotia, or in its vicinity, who were paid fishing bounties in the year 1908, and the names of all persons residing in Liverpool, Nova Scotia, or in the vicinity thereof, to whom seine trap licenses were issued in 1908, and the amounts paid for the same in each case. Presented 19th May, 1909.—*Mr. Crosby*.. .. ..*Not printed.*

166. Return to an address of the Senate, dated 18th March, 1909, calling for copies of all charges,—complaints made by Mr. Joseph Girard or others to the Prime Minister, or any member of the Government, against the Lake St. John Colonization Society. Presented 18th May, 1909.—*Hon. Mr. Tessier*.. .. ..*Not printed.*

167. Return to an order of the House of Commons, dated 8th March, 1909, for a copy of all correspondence, communications in writing and documents from the grand secretary, or any other officials of the Fishermen's Union of Nova Scotia, or any branch or station of the said union, to the Minister of Marine and Fisheries or to any official of the department, and the replies or communications from the minister or any official of the department since the 1st of January, 1907. Presented 19th May, 1909.—*Mr. Borden (Halifax)*.. .. ..*Not printed.*

168. Return to an order of the House of Commons, dated 13th January, 1908, showing all wharfs, piers, breakwaters, and other public works of a similar character which have been constructed at the expense of Canada, since 1st January, 1897, or for which public money has been voted or appropriated since that date, giving the amount expended or appropriated in each instance, the total cost of each such work, the estimated total cost in each case where the work has not yet been completed, the name of the place where the work is situated, the cost of annual maintenance and upkeep of each such work, and the amount of annual revenue derived therefrom in each instance. Presented 19th May, 1909.—*Mr. Borden (Halifax)*.. .. ..*Not printed.*

169. Return to an order of the House of Commons, dated 8th February, 1909, showing how many hogs have been killed during each month from the 1st of November, 1907, to 1st November, 1908, inclusive, by the following packing companies: the Laing Pack. and Prov. Co., Ltd., Montreal; the Collingwood Pack. Co., Ltd., Collingwood; the Williams Davis Co., Ltd., Harriston; the George Matthews Co., Ltd., Hull; the George Mat-

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thews Co., Ltd., Brantford, the George Matthews Co., Ltd., Peterborough; the Whyte Packing Co., Ltd., Brantford; the Canadian Packing Co., Ltd., London, and the number of hogs condemned, including intestines, during the same period. Presented 19th May, 1909.—*Mr. Beattie*.. .. .. .

DOMINION OF CANADA

ANNUAL REPORT

OF THE

DEPARTMENT OF RAILWAYS AND CANALS

FOR THE FISCAL PERIOD FROM APRIL 1, 1907,
TO MARCH 31, 1908

Submitted in accordance with the provisions of the Revised Statutes of Canada, 1906, Chapter 35, Section 33

PRINTED BY ORDER OF PARLIAMENT

OTTAWA
PRINTED BY C. H. PARMELEE, PRINTER TO THE KING'S MOST EXCELLENT MAJESTY
1909

[No. 20—1909]

To His Excellency the Right Honourable Sir Albert Henry George, Earl Grey, Viscount Howick, Baron Grey of Howick, in the County of Northumberland, in the Peerage of the United Kingdom, and a Baronet; Knight Grand Cross of the Most Distinguished Order of Saint Michael and Saint George, &c., &c., Governor General of Canada.

MAY IT PLEASE YOUR EXCELLENCY,—

The undersigned has the honour to present to Your Excellency the Annual Report of the Department of Railways and Canals, of the Dominion of Canada, for the past fiscal year from April 1, 1907, to March 31, 1908.

GEO. P. GRAHAM,
Minister of Railways and Canals.

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8. Line of Welland Canal between Lakes Erie and Ontario.
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10. St. Lawrence, Ottawa, Rideau and Richelieu Canals.

REPORT OF THE DEPUTY MINISTER.

To the Honourable Geo. P. Graham,
Minister of Railways and Canals.

Sir,—I have the honour to submit the annual report of the Department of Railways and Canals for the fiscal period of twelve months ended March 31, 1908.

The annual reports of the engineers, together with general and special reports from superintendents, both of railways and canals, and from other officers in the department, are given in appendices.

In Part I. will be found statements showing the amounts expended during the past fiscal year in construction, repair and maintenance of the several works under the department; also statements showing total expenditure on each canal since its construction, and on each of the government railways; also a statement showing the payments made, year by year, to subsidized railways, with the aggregates of such payments.

GENERAL SUMMARY.

During the twelve months of the past fiscal year the expenditures made by or through the department on its several works of operation, maintenance and construction, both railway and canal, and in furtherance by subsidy, under specific votes granted by Parliament, of railway enterprises in various parts of Canada other than the government roads, aggregate as follows:—

The total railway expenditure amounted to $35,495,196.37; of which $23,684,005.25 was charged to capital, $2,215,895.69 to income, and $9,595,295.43 to revenue.

The expenditure on capital included $18,910,449.41 for the National Transcontinental Railway, which is being built by a Board of Commissioners.

The expenditure on income included the sum of $2,037,629.30 paid as subsidies to railways other than the government roads, also $123,679.22 for the Board of Railway Commissioners for Canada.

The expenditure on the Intercolonial Railway was $13,577,491.65, namely, on capital account $4,382,494.01*, and on revenue account $9,157,435.53. On the maintenance of the Windsor branch the sum of $37,912.11 was expended on revenue account.

* This includes the sum of $19,000 paid under an award of the Exchequer Court in connection with the acquisition of the Canada Eastern Railway. In the statements of the Accountant of the Department, this item is treated separately under heading Canada Eastern Railway, but is included in Intercolonial Capital expenditures by the Comptroller of the Railway.

The expenditure on the Prince Edward Island Railway aggregated $790,409.62; of which $390,461.83 was charged to capital, and $399,947.79 to revenue.

The expenditure on canals aggregated $3,221,984.73; of which $1,723,156.07 was on capital account, $508,010.19 on income, $556,902.83 for staff, and $433,915.64 on repairs, the last two items being charged to revenue.

Adding to the above further sum of $45,115.99 for miscellaneous expenditures common to both branches, the total expenditure on railways and canals for the year amounts to $38,762,297.09.

The total revenue received from the government railway and canal works was $9,679,451.17, of which the canals produced $144,882.13; the amount received from hydraulic rents being $126,873.70. The railways produced $9,534,569.04.

Under the authority of an order in council, dated June 22, 1905, the system of charging tolls for the passage of vessels and goods was abolished on all the canals of the Dominion. Record is, however, kept of the same for statistical purposes, and the compilation of the resultant figures is given in a separate report issued by the department.

The total government expenditure on railways prior to and since confederation (July 1, 1867,) up to the 31st of March, 1908, amounts, on capital account, to $185,734,462.04, which includes the sum of $25,000,000 granted to the Canadian Pacific Railway Company for its main line. In addition, there has been expended from the consolidated fund a total of $179,021,681.56, which includes $37,616,131.84 paid as subsidies to railways in addition to the above for the Canadian Pacific, making a total expenditure of $364,756,143.60.* Of this amount the sum of $13,881,460.65 was expended, prior to confederation, on the construction of portions of what is now the Intercolonial Railway system.

The total revenue derived from the government railways since July 1, 1867, to March 31, 1908, amounts to $128,614,808.72.

The government expenditure on canals prior to and since July 1, 1867, to the close of the present fiscal year, March 31, 1908, amounts, on capital account, to $93,457,874.28, of which $20,593,866.13 was expended prior to confederation, and from the consolidated fund to $25,994,453.39, making a total of $119,452,327.67.

The total revenue derived from canals during the same period is $13,763,468.60.

The total expenditure on railways and canals, up to March 31, 1908, is, as above, $484,208,471,27; adding to which, for general expenditures embracing both, the further sum of $784,739.49, the grand total expenditure amounts to $484,993,210.76.

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* This amount does not include the annual payment of $119,700 to the provincial government of Quebec, being interest at the rate of 5 per cent on the sum of $2,394,000 up to 1905 granted by 47 Vic., Ch. 8 (1884), nor the annual payment of $107,730, being interest at the rate of 4½ p. c. since and including 1905, on the said sum of $2,394,000, for the line between Ottawa and Quebec, which sum was transferred to the public debt as a liability, and is dealt with by the Finance Department. (See Public Accounts 1893-94, page 10, and 1906, page 79.)

The total revenue derived from railways and canals from July 1, 1867 to March 31, 1908, is $142,378,277.32.

Details indicating the general classes and directions of the above expenditures will be found in the statements furnished by the accountant of the department, and printed in the appendices to this report, Part I., pages 3 to 50 inclusive.

GOVERNMENT RAILWAYS IN OPERATION.

The government railways are the Intercolonial, the Windsor Branch (maintained only, and leased for operation), and the Prince Edward Island Railway.

Details respecting these railways and their operation will be found in the appendices, Part II, containing reports from the Chief Engineer of the Department, the General Manager of Government Railways and the officials of these roads.

The gross earnings of the government roads for the twelve months from April 1, 1907, to March 31, 1908, amounted to $9,534,569.04; the working expenses amounted to $9,595,295.43, showing a loss of $60,726.39.

The Intercolonial Railway working expenses amounted to $9,157,435.53; its earnings amounted to $9,173,558.80; a profit of $16,123.27.

The Windsor Branch maintenance expenditure amounted to $37,912.11; the government earnings amounted to $56,430.41, leaving a profit of $18,518.30.

The Prince Edward Island Railway working expenses amounted to $399,947.79; its earnings amounted to $304,579.83, the loss being $95,367.96.

INTERCOLONIAL RAILWAY.

On March 1, 1898, the operations of the Intercolonial were extended to Montreal by means of leases obtained from the Grand Trunk and Drummond County Railway Companies, making an addition of 169·81 miles to the operation of the government line.

The leasing agreement with the Grand Trunk Railway Company, dated February 1, 1898, was confirmed by the Act 62-63 Vic., chap. 5 (1899). Its term extends for a period of ninety-nine years from March 1, 1898; the annual rental being fixed at $140,000.

Under authority of the Act 62-63 Vic., chap. 6 (1899) the Drummond County Railway from Chaudière to Ste. Rosalie, together with the branch from St. Leonard to Nicolet, was acquired by the Dominion ; conveyance being made by a deed dated November 7, 1899.

On October 1, 1904, the Canada Eastern Railway from Gibson to Loggieville, 123·67 miles, was purchased, and on April 19, 1905, the mortgaged Fredericton and St. Mary's bridge and connected property, 1·33 mile, was surrendered to the government.

The total mileage in operation during the past year remained the same as in the preceding year, namely, 1,448·62 miles; 17·43 miles being double track. This is irrespective of spur lines ad sidings, the aggregate length of which was 381¾ miles.

The reports of the General Manager, the Chief Engineer, the Comptroller and Treasurer, and other officers of the railway will be found in the appendices hereto, Part II., and very full details are there supplied, which will be of interest.

CAPITAL ACCOUNT.

During the past twelve months of the fiscal year ended on March 31 1908 there has been an addition to the Capital Account of $4,382,494.01, making the total capital expenditure on the whole road as amalgamated under the Acts 54-55 Vic., chap. 50 (1891) and 62-63 Vic., chaps. 5 and 6 (1899), together with the acquired Canada Eastern Railway, $87,127,431.90.

The Capital additions included (omitting cents) the following more important items; for rolling stock, $1,805,462; for strengthening bridges, $245,165; engine house at Chaudière Junction, $66,314; improvements at Sackville, $58,344; at St. Rosalie, $75,992; at Amherst, $33,937; at Halifax, $519,951; at St. John, $48,973; at Mulgrave, $39,641; at Truro, $86,594; at Pictou, $45,138; for the new locomotive and car shops and lands at Moncton, $645,598; machinery for locomotive and car shops, $85,864; for the extension to Sydney Mines, $48,993; for putting in condition for operation the railway between Indiantown and Blackville, $35,855; for increased water service, $54,330; for additional sidings, $27,196. The expenditure, amongst other features of value tending to the improvement of the road, the convenience of its patrons, and the safety of its employees, comprised further provision of air-brake appliances to freight cars, at the cost of $20,964; the placing of side ladders on box freight cars, and the change from the old link and pin drawbar to the M.C.B. coupler on a number of freight cars. The adoption of these measures of safety tend to remove the most fruitful sources of accident to the servants of a railway.

REVENUE ACCOUNT.

In the new account system, adopted in November, 1906, expenditures on revenue account are grouped under four main heads, each of which is sub-divided into a number of sub-heads, affording a ready means of checking and comparing the details, and enabling the executive to control cost, and to stop any tendency to waste at any point in the operation of the railway where it may appear. It is a thoroughly business system, and is found to work most satisfactorily, now that the initial difficulties of its establishment have been mastered.

The main heads and the expenditures under them for the twelve months of the fiscal year ended March 31, 1908, are as follows: Maintenance of way and structures (10 sub-heads), $1,630,965.29; maintenance of equipment (9 sub-heads), $1,996,388.62; conducting transportation (25 sub-heads), $5,442,672.49; against which are credited certain items for car service, hire of equipment, and rents of buildings and other

property aggregating $162,150.83, making the net cost $5,280,521.66; general expenses (7 sub-heads), $249,559.96. The aggregate expenditure under these four headings was $9,157,435.53.

The gross earnings of the year amounted to $9,173,558.80, leaving a surplus of $16,123.27.

The passenger earnings amounted to $2,711,416.98, or 29·56 per cent of the gross earnings; the freight earnings were $6,054,493.45, or 66 per cent; the mail and express earnings were $349,538.06, or 3·81 per cent, and miscellaneous items amounted to $58,110.31, or 0·63 per cent.

The gross earnings per mile of railway (1,448·62 miles) were $6,332.62; per engine mile, 93·02 cents; per train mile, $1.25, and per car mile, 9·49 cents.

The total engine mileage was 9,862,446 miles; the total train mileage, 7,335,000 miles, and the total car mileage, 96,706,576 miles.

The expenses per mile of railway were as follows: Maintenance of way and structures, $1,125.87; maintenance of equipment, $1,378.13; conducting transportation, $3,645.21, and general expenses, $172.27; total, $6,321.48.

The expenses per train mile, under the above headings, were as follows: Maintenance of way and structures, 22·24 cents; maintenance of equipment, 27·22 cents; conducting transportation, 71·99 cents, and general expenses, 3·40 cents; total, $1·2485.

The ratio of expenses to the gross earnings was as follows: Maintenance of way and structures, 17·78 per cent; maintenance of equipment, 21·76 per cent; conducting transportation, 57·56 per cent, and general expenses, 2·72 per cent.

Amongst the 10 items of details of cost of 'maintenance of way and structures,' the most important are (omitting cents): Repairs of roadway, $980,140; renewals of rails, $88,251; renewals of ties, $225,390; repairs and renewals of bridges and culverts, $53,441; repairs and renewals of fences, road crossings, signs and cattle-guards, $55,292, and repairs and renewals of buildings and fixtures, $203,297.

Amongst the nine items of details of 'maintenance of equipment' are (omitting cents) superintendence, $100,534; repairs and renewals of locomotives, $783,200; of passenger cars, $310,214; of freight cars, $604,984; of work cars, $32,527, and of shop machinery and tools, $64,942. The average cost of repairs per passenger car was $714.50, and per freight car, 53·84.

The 25 divisions under the heading 'Conducting transportation' include the following (omitting cents): Superintendence, $129,278; engine and roundhouse men, $872,242; fuel for locomotives, $1,786,526; water supply for locomotives, $62,795; train service, $722,082; train supplies and expenses, $188,168; switchmen, flagmen and watchmen, $248,524; telegraph expenses, $178,900; station service, $622,544; station supplies, $96,007; loss and damage, $50,513; operating marine equipment, $41,340; advertising, $43,881; outside agencies, $63,574, and rents for tracks, yards and terminals, $120,142.

The 7 items of 'general expenses' included (omitting cents): Salaries of general officers, $14,719; salaries of clerks and attendants, 88,317; insurance, $85,564, and law expenses, $13,851.

The usual comparisons with the expenditures and revenues of the preceding fiscal year, 1906-7 (which comprised nine months only) are omitted in the report of the Comptroller of the Railway, but he has compiled comparative statements of the corresponding periods, of 12 months, in respect of certain important features, from which the following items of information are taken:—

Compared with the 12 months ended on the 31st of March, 1907, the corresponding period ended on the 31st of March, 1908, resulted in an increase in gross earnings of $867,575.11, of which $168,984.60 was from passenger traffic, $636,386.79 from freight, and $62,201.82 from mails and express. There was an increase of $593.55 per mile of railway, and of 3 cents per train mile. The increase in the number of passengers was 102,923, the increase being due to the local passenger traffic, the number of through passengers showing a decrease of 57,471. The freight traffic showed an increase of 659,775 tons; local traffic having been increased by 564,334 tons, and through traffic by 95,441 tons.

A comparison of working expenses for the same period shows an increase of $1,301,123.16, or, per mile of railway, an increase of $893.12; per engine mile, an increase of 6·68 cents, and per train mile, an increase of 10 cents.

The following was the total equipment of the railway on March 31, 1908 : Total locomotives, 370; total cars of all kinds, 12,539; comprising sleeping cars, first-class, 41; second-class, 40; parlour cars, 9; dining-cars, 9; passenger cars, first-class, 138; second-class, 99; postal and smoking cars, 34; express and baggage cars, 60; air-brake and instruction car, 1; steam motor cars, 4; box cars, 6,624; refrigerator cars, 140; platform cars, 3,090; pulp wood cars, 50; oil tank cars, 25 hopper cars, 1,199; gondola coal cars, 17; coal cars (20-ton capacity), 471; stock cars, 148; auxiliary tool cars, 21; convertible dump cars, 200; vans, 119. In addition, there were 53 common snow ploughs, 20 wing ploughs, 2 rotary steam ploughs, 2 double-track ploughs, 1 double end plough, 25 flangers; making a total of 103 ploughs and flangers; 8 steam cranes and 2 ballast plough cars.

It has to be observed that of the total equipment above set out, 3 locomotives and 184 cars of various kinds were listed as to be replaced at the close of the year, so far as mere numbers are concerned.

Of the official number of locomotives, 6 were short from the previous year and one was condemned during the year, making a total of 7 short with list. Sixteen locomotives were purchased on capital account; 532 cars of various kinds were condemned and 348 replaced.

On capital account the following items of rolling stock were purchased: 10 locomotives, consolidation type; 6 locomotives, Pacific type; 4 steam motor cars; 376 box cars, 80,000 lbs. capacity; 252 box cars, 60,000 lbs. capacity; 31 refrigerator cars,

60,000 lbs. capacity; 310 platform cars, 80,000 lbs. capacity; 85 hopper cars, 30,000 lbs. capacity; 25 stock cars, 60,000 lbs. capacity; 70 Hart convertible dump cars, 80,000 lbs. capacity.

On revenue account, the following items of rolling stock were purchased: 1 first-class sleeping car, 1 dining car, 2 postal and smoking cars, 2 express and baggage cars, 100 box cars, 60,000 lbs. capacity, of which 69 replaced that number of smaller capacity; 100 platform cars, 80,000 lbs. capacity, all replacing cars of smaller capacity; 3 refrigerator cars, 60,000 lbs. capacity, all three replacing cars of smaller capacity; 92 hopper cars, 30,000 lbs. capacity, all replacing cars of smaller capacity; 9 stock cars, 60,000 lbs. capacity, replacing smaller capacity cars; 8 vans.

The value of the stores on hand on March 31, 1908, was $1,365,935.64; including fuel, $79,103.55, and roadway and bridge material, $865,606.45.

GENERAL NOTES *re* INTERCOLONIAL RAILWAY.

The number of miles run by locomotives was 9,862,446. The engines consumed 506,043 tons of coal, or 11,493 lbs. per 100 miles, 138,247 pints of valve oil, or 1·40 pint per 100 miles, 320,982 pints of engine oil, or 3·25 pints per 100 miles, and 231,723 pounds of waste, or 2·35 pounds per 100 miles.

Details of a corresponding character are registered in respect of all items of material used on the road.

The number of passengers carried was 2,789,371, of whom 2,593,886 were local and 195,485 through passengers. The freight traffic aggregated 4,134,046 tons.

The following shows the principal items comprised in the freight traffic :

The railway carried :—

Of agricultural products 390,543 tons, including 100,379 tons of grain and 152,862 tons of flour; of animals and fish and their products 74,940 tons, including 14,148 tons of dressed meats and 32,740 tons of fish, fresh and salted; of products of mines 1,371,280 tons including 1,145,097 tons of coal and coke; 60,704 tons of ore, and 157,152 tons of stone, sand, &c.; of products of the forest, 1,151,923 tons, including 500,990 tons of lumber and 286,242 tons of pulp wood, and of manufactured goods 1,145,378 tons, including 155,258 tons of rails, 104,689 tons of pig and bloom iron and 85,469 tons of steel billets, 22,205 tons of petroleum and oils, and 46,821 tons of sugar.

Details of works executed, of freight movement, of rolling stock, together with various financial and other statements, will be found in the appendices to this report.

The extensive works at Moncton in the way of reconstruction of the railway shops, necessitated by the disastrous fire of February 24, 1906, though not yet completed, have made such progress that the work of installing the new machinery is being carried on, and before long the whole will be in active operation. Advantage has been taken of the occurrence to readjust and extend, on up to date lines, the layout of the yards

at this point; and the ultimate benefit to the road from the better facilities afforded will more than compensate for the present inconvenience experienced.

Notwithstanding the difficulties arising from the deprivation of shop facilities, involving exposure to the inclemency of the weather and other drawbacks, much important work has been executed, with the limited accommodation available. The report of Mr. Joughins, the Superintendent of Motive Power, which will be found in the appendices, gives full information as to the details of the work, both at Moncton and in the shops at Richmond and Rivière du Loup.

The work at Moncton included the building of four locomotives, to replace others of smaller type, and a number of freight cars of various kinds, the partial rebuilding of 12 locomotives, general repairs to 91, heavy repairs to 31, and light repairs to 65 locomotives.

The following information dealing with traffic averages will be of interest :—

In 1906-06 the average tons of freight carried per train producing revenue was 224·29, and the number of passengers 55:01; in 1907-08, the average freight tonnage was 228·34, and passengers 52·82.

In 1906-07, the average tons per loaded car, producing revenue, was 15·96, and the number of passengers 9·75; in 1907-08 the number of tons was 16·82, and of passengers 9·10.

The number of tons per train all freight, in 1906-07, was 237·22 and in 1907-08, 238·04.

The number of tons per car, all freight, in 1906-07, was 16·87, and, in 1907-08, 17·54.

The average distance each ton of freight was carried, in 1906-07 was 260·34 miles, and, in 1907-08, the distance was 252·84 miles. The average distances passengers were carried in those years were 54·71 miles and 52·21 miles respectively.

The average number of loaded cars per train in 1906-07 was 14·06 cars of freight and 5·64 cars of passengers : in 1907-08, the number of freight cars per train was 13·57, and of passengers, 5·80.

The average number of empty cars per train in 1906-07 was 2:33, and in 1907-08, 3:16.

In 1906-07 the average of train miles per miles of road was, for freight, 2,095·80, and for passengers, 1,403·79; in 1907-08 these figures were, respectively, 3,160·06 and 1,903·38.

In 1906-07 the average per mile of road was of revenue freight 470,072·97 tons, and of passengers 77,229·49; in 1907-08 these figures were increased to 721,575·27 tons of freight and 100,535·40 passengers.

The number of tons of all-freight carried, per mile of road, in 1906-07 was 497,160·46, and in 1907-08, 752,232·58.

In my report last year I promised to deal with the weight and tractive power of the locomotives on the Intercolonial Railway, and to examine into the question as to whether the original stock was being sufficiently maintained on revenue account.

I observed that it might be accepted as a fundamental principle that it was the duty of a railway to keep up, out of its earnings, the tractive power originally supplied from capital, but that it did not follow that the actual number of locomotives should be maintained; that it is the capacity of hauling that governs, not the mere numerical equivalent.

On looking into the position, I find that on the 30th of June, 1907, the official number of locomotives on the railway was 204, of a total weight of 29,606,550 lbs., with a total tractive power of 2,686,725 lbs.

Up to the 31st of March, 1908, 46 new locomotives have been acquired, on revenue account, to replace a similar number scrapped; of these, 12 were built in the Moncton shops; the remainder were secured from locomotive manufacturers. The 46 new locomotives weigh 11,073,334 lbs., with a total tractive power of 1,191,941 lbs.; the 46 which they replaced weighed 5,824,250, with a tractive power of 493,812 lbs., so that the 46 new locomotives supplied on revenue account were equal to 110 of the old stock; hence, on a proper computation of the relative value of the stock, over 50 per cent has been renewed out of revenue.

On the 31st of March, 1908, the total number of locomotives on the railway was 370; weighing 82,833,354 lbs., with a total tractive power of 9,507,162 lbs., so that 181 locomotives have been purchased on capital account of a total weight of 47,977,720 lbs., with a total tractive power of 6,122,308 lbs.

WINDSOR BRANCH.

The road is 32 miles in length. It extends from Windsor Junction, on the Intercolonial Railway, to Windsor.

The railway is operated by the Dominion Atlantic Railway Company, formerly the Windsor and Annapolis Railway Company. The company pay all charges in connection with the working of the traffic, two-thirds of the gross earnings being allowed them, the government taking the remaining one-third, and assuming all costs of maintenance of the road and works. This arrangement is carried out under an agreement dated December 13, 1892, which extends for a further term of twenty-one years, arrangements similar to those made in 1871.

All charges for superintendence and supervision of maintenance of work are borne by the government; the duty of supervision is performed by the chief officers of the Intercolonial Railway.

The gross government receipts for the twelve months of the fiscal year ended on the 31st of March, 1908, amounted to $56,430.41. The expenses of maintenance aggregated $37,912.11, leaving a net profit of $18,518.30.

PRINCE EDWARD ISLAND RAILWAY.

The mileage of the railway for the twelve months of the fiscal year ended on the 31st of March, 1908, remained the same as in the previous year, namely, 267·5 miles.

There was an addition to the capital account expenditure during the year of $390,461.83, making the total capital expenditure on the railway up to the 31st of March, 1908, $7,697,761.04. The main portion of the increase was due to the provision of further accommodation at Charlottetown, namely, a car shop, an erecting shop, and a freight shed with offices, on which $229,875.71 was expended. The wharf at Souris was extended at a cost of $51,159.05. New machinery was purchased for the new railway shops at Charlottetown, to the value of $35,456.50, and rolling stock to the value of $73,281.21, including 4 locomotives purchased, and 23 box freight cars built at the Charlottetown shops.

REVENUE ACCOUNT.

The gross earnings of the year amounted to $304,579.83 and the expenditure to $399,947.79, making an excess of expenditure over earnings of $95,367.96.

The expenditure on revenue account is now classified in the same way as that of the Intercolonial, namely, under four heads, with their several sub-heads. It comprised: 'Maintenance of way and structures,' $118,142.53, which included, for repairs to roadway, $77,525, and repairs to buildings and fixtures, $20,430.87; 'Maintenance of equipment,' $72,309.47, included in which was a total of $23,602.63 for repairs and renewals of locomotives, and $23,237.58 for repairs and renewals of passenger cars; 'Conducting transportation,' $203,938.65, against which were credits amounting to $8,856.62 for hire of equipment, and rents, leaving the net charge under this heading $195,082.03; 'General expenses,' $14,413.76, which includes the salaries of the general officers, clerks and attendants.

The number of passengers carried was 317,828, producing $132,382.76. Of freight, 97,250 tons were carried, producing $146,280.99. The earnings from mails and sundries amounted to $25,916.08.

The freight included agricultural products, 28,492 tons; animal products, 8,848 tons; products of mines, 7,265 tons; forest products (lumber), 12,915 tons; manufactures, 4,868 tons; miscellaneous, 34,862 tons.

The engine mileage aggregated 441,975 miles; the train mileage, 331,232 miles, and the car mileage, 2,073,207 miles.

The locomotive consumption of coal was 11,889 tons, or 5,596 lbs. per 100 miles; of valve oil, 7,520 pints, or 1·58 pint per 100 miles; of engine oil, 17,356 pints, or 3·64 pints per 100 miles, and of waste, 8,231 lbs., or 1·73 lb. per 100 miles.

The gross earnings per mile of railway amounted to $1,140.75; per engine mile, to 68·91 cents; per train mile, to $91.95, and per car mile, to 14·69 cents.

The working expenses per mile of railway amounted to $1,497.92, and per train mile to 120·75 cents.

The value of the stores on hand on March 31, 1908, was $81,566.21, including fuel $14,615.91.

The total rolling stock equipment of the railway on March 31, 1908, was as follows: Locomotives, 31; passenger cars, first-class, 23; second-class, 12; combined second and baggage cars, 7; postal and smoking, 4; baggage, 6; pay-car, 1; vans, 4; box freight, 271; refrigerator cars, 3; stock cars, 21; coal cars, 22; platform, 147; or a total of 525. In addition, there were 10 snow ploughs and 9 flangers.

The mechanical superintendent reports that the rolling stock is in a high state of efficiency, and is equipped with Westinghouse air brakes, steam heat and M.C.B. couplers.

BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

By the Act 3 Ed. VII., chap. 58 (1903) amending and consolidating the law respecting railways, the Railway Committee of the Privy Council was abolished and in lieu thereof a Board of Commissioners, under the above title, was created, to consist of three members (increased to six by the Act of 1908, chap. 62) to be appointed by the Governor in Council; this Act was brought into force on February 1, 1904, by proclamation, on the authority of an Order in Council, dated January 18, 1904, which also appointed certain persons as commissioners. The office of the board is at Ottawa, though it is authorized to hold sessions in any part of Canada. Its decisions and orders are final, subject to appeal to the Supreme Court upon questions of jurisdiction or law, and also to action thereon by the Governor in Council, in his discretion.

NATIONAL TRANSCONTINENTAL RAILWAY.

Under an agreement, dated July 29, 1903, ratified by the Dominion Act of that year, chap. 71, and under a modifying agreement dated February 18, 1904, ratified by the Act of that year, chap. 24, the Grand Trunk Pacific Railway Company, a company incorporated by the Act of 1903, chap. 122, have agreed with His Majesty in respect of the construction of a line of railway, wholly upon Canadian territory, between the city of Moncton, in the province of New Brunswick, and the navigable waters of the Pacific ocean, at or near Port Simpson or some other port in British Columbia, as may be agreed upon. The railway is to be composed of two divisions, namely, the eastern division, between Moncton and Quebec, thence westerly through the northern part of the provinces of Quebec and Ontario, and through the province of Manitoba to the city of Winnipeg, and the western division, between Winnipeg, or some point on the said eastern division, and the Pacific ocean. The eastern division is to be constructed by the government under four commissioners appointed by the

Governor in Council, and thereafter leased to and maintained and operated by the company, who undertake to construct at their own cost and to maintain and operate the western division. The lease of the eastern division is to be for a period of 50 years, at a rental of three per cent per annum upon the cost of its construction; the first seven years of the term to be free of rent; both divisions are to be equipped by the company, the first equipment to be of a value not less than $20,000,000.

By way of assistance to the company in the construction of the western division, it is provided that the government shall guarantee payment of the principal and interest of an issue of bonds to be made by the company for an amount sufficient to produce a sum equal to 75 per cent of the cost of its construction, such amount not to exceed $13,000 per mile in respect of the prairie section from Winnipeg to the eastern limit of the Rocky mountains (such limit to be established by the chief engineer of the company and the chief engineer of the government, as the result of actual surveys to be made).

The several expenditures to be made under these Acts and agreements are to be so made from appropriations by parliament for the purpose, and on the recommendation of the Minister of Railways and Canals, to whom accounts of all receipts, expenditures and liabilities are to be furnished monthly. The board are required to furnish annually a report to the Governor in Council, through the Minister of Railways and Canals, showing the receipts and expenditures of the year, and other information as to the railway, which report is to be submitted to parliament.

The Board of Commissioners was duly appointed by Order in Council, together with the necessary officers, and is established with its headquarters in the city of Ottawa.

The report of the board for the fiscal period of 12 months ended March 31, 1908, has been received and will be laid before parliament in due course.

It may, however, be desirable to briefly summarize here the results of operations carried on.

On the eastern division, Moncton to Winnipeg, at the close of the year, the surveys and final location of the entire line were completed, subject to slight revisions, and to the location of the railway for about 2¼ miles of the entrance into Winnipeg. A reduction of distance of about 13 miles had been made: the through distance from Moncton to Winnipeg being now 1,804·47 miles.

Contracts for construction were let during the year, covering 373·6 miles, making, with the 852 miles placed under contract in the preceding year, a total of 1,225·6 miles under construction, also contracts for steel rails and fastenings, ties and bridge superstructures.

The expenditures during the year aggregated $18,910,449.41. Of this amount, a total of $17,900,603.12 was paid for construction on the six several districts into which the work is divided. The total expenditure on the railway amounts, up to the 31st of March, 1908, to $27,057,944.04.

On the western division of the railway, in course of construction by the Grand Trunk Pacific Railway Company, the position at the close of the fiscal year, the 31st of March, 1908, is shown by the report of the government chief engineer, Mr. Collingwood Schreiber, C.M.G., dated May 14, 1908, to be as follows:—

The point of division between the 'prairie section' and the 'mountain section' had been fixed as at the east bank of Wolfe creek, a distance of 916 miles from Winnipeg, or 123 miles west of Edmonton.

The location plans and profiles for this distance had been approved by Order in Council, also the plans and profiles for a further distance of 169 miles westerly from Wolfe creek, together with those for the first 50 miles east from Prince Rupert the Pacific terminus of the road.

The grading and bridging of the 'prairie section,' 916 miles, and 100 miles of the 'mountain section,' are under contract.

On the distance, 781 miles, from Winnipeg to a point half a mile west of the North Saskatchewan bridge, 660 miles was practically completed. Of the bridge work on the 'prairie section,' which will be steel superstructures on concrete piers and abutments, the bridge over the South Saskatchewan, which is 1,501 feet long, was completed; the Assiniboia river bridge, 10 miles east of Portage la Prairie, 426 feet long, was nearing completion; at the bridge over the Assiniboia at St. Lazare, 250 feet long, the concrete substructure was completed and the steel superstructure ready for erection. Forty per cent of the concrete substructure for the Battle river bridge, 2,770 feet long, was completed; at the North Saskatchewan bridge, the concrete substructure was completed, and the steel superstructure ready for erection. The track had been laid for a distance in all of 378 miles, and sufficient rails were in stock to lay 292 miles, the balance coming forward being sufficient to reach Edmonton. The difficulty in procuring ties had been overcome. One hundred and sixty miles of track had been ballasted and was in safe condition for public traffic.

Station buildings had been erected at Portage la Prairie and Nokomis, and others were in course of erection at Rivers and Melville—two divisional points; 55 miles of wire fencing had been erected and 271 miles of telegraph. In the autumn of 1907 the farmers between Portage la Prairie and Melville were assisted by the attachment of cars to the working trains for the transport of their grain eastward.

RAILWAY SUBSIDIES.

The following pages show, in alphabetical sequence, the position of those companies whose dealings with the government in respect of subsidies are not yet closed. Reports of previous years give information as to companies whose subsidies have been fully earned and paid prior to April 1, 1907.

A tabulated statement of payments will be found in Part I., and a list of subsidy agreements entered into during the fiscal year in Part IV.

The several subsidy Acts passed in each year from 1882 will be found in Part III. No subsidies were authorized in the sessions of 1895, 1896, 1898, 1902 and 1905.

Information has been brought down to the end of the fiscal year 1907-08, March 31, 1908.

SUBSIDY CONTRACTS ENTERED INTO DURING 1907-08, TO MARCH 31, 1908.

Atlantic, Quebec and Western Railway Company.—From Paspebiac to Gaspé, as near the shore as practicable, 102 miles; contract dated February 20, 1908.

Canadian Northern Quebec Railway Company.—From or near Garneau Junction to or towards Quebec Bridge, 70 miles; contract dated April 8, 1907.

Canadian Northern Quebec Railway Company.—Connecting its Montfort and Gatineau line with the main line at St. Jerome 22 miles; contract dated April 10, 1907.

Colchester Coal and Railway Company, Limited.—From Debert Station to Debert Coal Mine, or from Debert Coal Mine to northern terminus of Londonderry Iron and Mining Co. Railway near East Mines, 4½ miles; contract dated May 20, 1907.

Central Ontario Railway Company.—From a point at or near Bancroft to a point on the Canada Atlantic Railway (Grand Trunk) at or near Whitney, 40 miles; contract dated June 10, 1907.

Canadian Pacific Railway Company.—From a point between St Phillipe d'Argenteuil and Lachute, thence northerly through Brownsburg, 4·2 miles; contract dated August 22, 1907.

Canadian Pacific Railway Company.—From a point at or near Teulon to a point on the Icelandic River, 35 miles; contract dated September 28, 1907.

La Compagnie du chemin de fer de Colonisation du Nord.—From Lake Nominingue to Le Liévre, 35 miles; contract dated December 27, 1907.

Edmonton Yukon and Pacific Railway Company.—From Strathcona to Edmonton, 50 miles; contract dated December 18, 1907.

Kettle River Valley Railway Company.—From Grand Forks to a point 50 miles up the north fork and west fork of the north fork of Kettle River, 50 miles; contract dated June 6, 1907.

Klondike Mines Railway Company.—From Dawson to a point at or near Sulphur Springs, not exceeding 31 miles; contract dated May 10, 1907.

Klondike Mines Railway Company.—From a point at or near Sulphur Springs to a point at or near the divide between the Dominion and Flat Creeks, not exceeding 45 miles; contract dated May 10, 1907.

Klondike Mines Railway Company.—From the said divide to the Stewart River, not exceeding 8 miles; contract dated May 10, 1907.

Kootenay Central Railway Company.—From Golden towards the International boundary line, via Windermere and Fort Steele, crossing Crow's Nest Railway at or near Elks, 186 miles; contract dated April 4, 1907.

Margaree Coal and Railway Company, Limited.—From St. Rose, 34 miles and from a point on the Intercolonial Railway, 4 miles, in all 38 miles; contract dated June 14, 1907.

Midland Railway Company, Limited.—Bridge over Shubenacadie River; contract dated July 5, 1907.

Nicola, Kamloops and Similkameen Coal and Railway Company.—From Spence's Bridge on Canadian Pacific Railway to Nicola Lake, 47 miles; contract dated June 24, 1907.

Ottawa, Northern and Western Railway Company.—From a point on the Ottawa and Gatineau Railway to boundary line of city of Hull, ¼ mile; contract dated June 13, 1907.

Ottawa, Northern and Western Railway Company.—From Aylmer to Hull 9 miles, contract dated June 12, 1907.

Orford Mountain Railway Company.—From Bolton Line to Mansonville, 7·54 miles; contract dated February 1, 1908.

Quebec and Lake St. John Railway Company.—From a point on their railway near River Jeannotte to La Tuque on St. Maurice River, 35 miles; contract dated January 10, 1908.

Tilsonburg, Lake Erie and Pacific Railway Company.—From Woodstock northerly to a point on the Grand Trunk Railway at Berlin, or from Ingersoll to Stratford, &c., 35 miles; contract dated June 10, 1907.

SUBSIDIES PAID DURING FISCAL YEAR ENDED MARCH 31, 1908.

Atlantic and Northwest Railway	$ 186,600 00
Atlantic, Quebec and Western Railway, 20 miles	64,000 00
Canadian Northern Ontario Railway, 265 miles	244,224 00
Canadian Northern Quebec Railway, 85·20 miles	256,870 40
Canadian Pacific Railway, 4·07 miles	3,424 00
Central Ontario Railway, 40 miles	76,861 36
Colchester Coal and Railway, 4 miles	12,800 00
Edmonton, Yukon and Pacific Railway, 50 miles	91,200 00
Halifax and Southwestern Railway, 145 miles	316,567 73
Kettle River Valley Railway, 43·40 miles	97,771 52
Klondike Mines Railway, 30·81 miles	101,184 00
Midland Railway Company, Limited, bridge	31,892 40
Minudie Coal Company, Limited, 5·79 miles	18,544 00
Napierville Junction Railway, 27·10 miles	173,440 00
Nicola, Kamloops and Similkameen Railway, 41·20 miles	190,208 00
Orford Mountain Railway, 7·54 miles	24,128 00
Ottawa, Northern and Western Railway, 7·863 miles	4,243 20
Quebec Central Railway, 9 miles	55,638 69
Quebec and Lake St. John Railway, 35 miles	73,472 00
York and Carleton Railway, 4·55 miles	14,560 00
	$2,037,629 30

GOVERNMENT ACTION AS TO SUBSIDIZED RAILWAYS.

(The numbers within brackets after title of the company refer to the lists of railways for which subsidies have been authorized by Parliament year by year, from the commencement of the system of railway subsidies in 1882, in the appendices hereto.)

With regard to the several lines of railway subsidized by the Dominion, the following represents the action taken and the progress made, in so far as the Dominion government is concerned; only those lines and companies being mentioned as to which definite steps, other than merely preliminary, have been taken towards securing the subsidy.

The following shows the aggregate of the payments made on subsidy accounts:—

For the fiscal year	1883-84,	ended on June 30,	1884..	$ 208,000 00
"	1884-85	"	1885..	403,245 00
"	1885-86-	"	1886..	2,171,249 00
"	1886-87	"	1887..	1,406,533 00
"	1887-88	"	1888..	1,027,041 92
"	1888-89	"	1889..	846,721 83
"	1889-90	"	1890..	1,678,195 72*
"	1890-91	"	1891..	1,265,705 87*
"	1891-92	"	1892..	1,248,215 93*
"	1892-93	"	1893..	811,394 07*
"	1893-94	"	1894..	1,229,885 10*
"	1894-95	"	1895..	1,310,549 10*
"	1895-96	"	1896..	834,745 49*
"	1896-97	"	1897..	416,955 30*
"	1897-98	"	1898..	1,414,934 78*
"	1898-99	"	1899..	3,201,220 05*
"	1899-1900	"	1900..	725,720 35*
"	1900-01	"	1901..	2,512,328 86*
"	1901-02	"	1902..	2,093,939 00*
"	1902-03	"	1903..	1,463,222 34*
"	1903-04	"	1904..	2,046,878 45*
"	1904-05	"	1905..	1,275,629 53*
"	1905-06	"	1906..	1,637,574 37*
"	1906-07	ended on Mar. 31,	1907..	1,323,367 48*
"	1907-08	"	1908..	2,037,629 30*
				$34,590,881 84

To the above there have to be added the following exceptional subsidies:—

The Canada Central Railway, paid between 1878-83..	$ 1,525,250 00
The Canadian Pacific Railway extension from St. Martin's Junction to Quebec, paid in 1885.....	1,500,000 00

*In these amounts the subsidy of $186,600 a year payable to the Atlantic and North-west Railway Company, for 20 years from July 1, 1889, is included. Payment is made by the Finance Department.

Total subsidies paid from 'Consolidated Fund' up to March 31, 1908	$37,616,131 84
The main line subsidy to the Canadian Pacific Railway was paid from 'Capital,' amounting to	25,000,000 00
Total paid as subsidies	$62,616,131 84

The above does not include the amount $2,394,000, due to the province of Quebec for the railway between Ottawa and Quebec, which amount has been transferred to the public debt, and on which interest at 5 per cent was paid, amounting to $119,700 a year, under the Act of 1884, chap. 8, up to 1905, and at 4½ per cent, amounting to $107,730 a year, since and including that year.

ALBERTA SOUTHERN RAILWAY COMPANY.

(See Annual Report of 1891-92.)

ALGOMA CENTRAL AND HUDSON BAY RAILWAY COMPANY.

(See Annual Report of 1905-06.)

ATLANTIC AND LAKE SUPERIOR RAILWAY COMPANY.

(See Annual Report of 1905-06.)

ATLANTIC AND NORTH-WEST RAILWAY COMPANY.

(Leased to the Canadian Pacific Railway Company.)

(See Annual Report of 1889-1890.)

The full history of this subsidy was shown in the annual report for 1889-90. The company receives an annual subsidy of $186,600 for 20 years. The first payment having been made in 1889-90. The total paid up to March 31, 1908, is $3,545,400. Payment is made by the Department of Finance direct.

ATLANTIC, QUEBEC AND WESTERN RAILWAY COMPANY.

(See Nos. 595, 647.)

This company was incorporated by the Act of the province of Quebec of 1901, chap. 63, with powers to construct a railway from Gaspé Basin to some point north of Causapscal, but not beyond Sayabec, in the county of Matane. Other powers were granted of a general commercial character.

By the Act, chap. 81, of 1903, the above company was declared to be for the general advantage of Canada, and authority was granted to them, in addition to that conferred by their Act of incorporation, to construct a railway from a point north of Causapacal on the Intercolonial Railway, to a point at or near Edmundston, N.B.

By the Subsidy Act of 1903, chap. 57, item 51, the grant to this company of a subsidy of $3,200 a mile, with an addition of 50 per cent on the cost in excess of $15,000 a mile, limited in all to $6,400 a mile, was authorized for a railway from

Gaspé to a point at or near Causapacal on the Intercolonial Railway, and from that point to Edmundston, not exceeding 260 miles; and for a railway from Paspebiac to Gaspé, not exceeding 102 miles.

By the Subsidy Act of 1906, chap. 43, item 9, the above subsidy was revoted.

The company having applied for the subsidy granted for the line from Paspebiac to Gaspé, a contract was entered into with them accordingly, on February 20, 1908.

During the past fiscal year, payment has been made to the extent of $64,000, the total paid up to March 31, 1908.

BAIE DES CHALEURS RAILWAY COMPANY.

(See Annual Report of 1895-96.)

(See also Atlantic and Lake Superior Railway Company.)

THE BAY OF QUINTÉ RAILWAY COMPANY.

(See Annual Report of 1906-07.)

BEAUHARNOIS JUNCTION RAILWAY COMPANY.

(Operated by New York Central Railway Company.)

(See Annual Report of 1895-96.)

BEERSVILLE COAL AND RAILWAY COMPANY.

(See Annual Report of 1905-06.)

BELLEVILLE AND NORTH HASTINGS RAILWAY COMPANY.

Now part of Grand Trunk Railway System.)

(See Annual Report of 1888-89.)

BOSTON AND NOVA SCOTIA COAL COMPANY.

(See Inverness and Richmond Railway Company.)

(See Annual Report of 1895-96.)

BRACEBRIDGE AND TRADING LAKE RAILWAY COMPANY.

(See Annual Report of 1905-06.)

BROCKVILLE, WESTPORT AND SAULT STE. MARIE RAILWAY COMPANY

(See Annual Report of 1906-07.)

BRANTFORD, WATERLOO AND LAKE ERIE RAILWAY COMPANY.

(Now part of Toronto, Hamilton and Buffalo Railway.)

(See Annual Report of 1895-96.)

BRUCE MINES AND ALGOMA RAILWAY COMPANY.

(See Annual Report of 1904-05.)

BUCTOUCHE AND MONCTON RAILWAY COMPANY.

(See Annual Report of 1893-94.)

CALGARY AND EDMONTON RAILWAY COMPANY.

(See Annual Report for 1890.)

(Leased to Canadian Pacific Railway.)

CANADA ATLANTIC RAILWAY COMPANY.

(Now part of Grand Trunk Railway System.)

(See Annual Report of 1888-89; also see under head of Ottawa, Arnprior and Parry Sound Railway Company.)

CANADA EASTERN RAILWAY COMPANY (FORMERLY NORTHERN AND WESTERN RAILWAY COMPANY OF NEW BRUNSWICK, NOW PART OF THE INTERCOLONIAL SYSTEM.)

(See the Annual Reports for the years 1894-95 and 1899-1900.)

CANADIAN BRIDGE COMPANY.

(See South Shore Railway Company, Quebec.)

CANADIAN NORTHERN RAILWAY COMPANY. ..

(See Annual Report of 1906-07.)

CANADIAN NORTHERN ONTARIO RAILWAY COMPANY.

(Formerly called the James Bay Railway Company; named changed to the above by order in council of June 25, 1906, under the authority of section 2 of chapter 110 of 1905. Construction powers extended by chapter 72 of the statutes of 1907.)

(See Nos. 583 and 697.)

By the Subsidy Act of 1903 chap. 57, item 39, the grant to the James Bay Railway Company of a subsidy of $3,200 a mile, with an addition of 50 per cent on the cost in excess of $15,000 a mile, not exceeding in all $6,400 a mile, was authorized for a line of railway from Toronto, via the east side of Lake Simcoe, to a point at, near, or beyond Sudbury, through Parry Sound, not exceeding 265 miles, in lieu of two subsidies granted by chapter 8 of 1900, for 35 and 20 miles respectively, from Parry Sound towards James Bay.

The company having applied for this subsidy, a contract was entered into with them, accordingly, on September 8, 1904.

A supplementary agreement was entered into with the company on March 27, 1906, under the retroactive Act of 1904, chapter 33, and the Order in Council of February 16, 1906, fixing the maximum and minimum amounts payable.

Work was done under this contract, during the nine months between June 30, 1906, and March 31, 1907, to the extent of 79 per cent of the total estimated, and payment has been made to the extent of $420,608, making the total payments up to March 31, 1907, $1,071,872.

By the Subsidy Act of 1907, chap. 40, item 13, the above subsidy was revoted, to the Canadian Northern Ontario Railway Company.

This railway is now completed, and during the past fiscal year the balance of subsidy, amounting to $244,224, has been paid, making the total payments up to March 31, 1908, $1,316,096.

CANADIAN NORTHERN QUEBEC RAILWAY COMPANY.

(See Nos. 674 and 675.)

This company was formed by the amalgamation of the Great Northern Railway of Canada, the Chateauguay and Northern Railway Company, and the Quebec, New Brunswick and Nova Scotia Railway Company under the above name; such amalgamation having been recommended for sanction by the Board of Railway Commissioners for Canada under section 281 of the Railway Act, 1903, and sanctioned, accordingly, by an order in council dated July 19, 1906.

By the Subsidy Act of 1906, chap. 43, item 36, the grant of subsidies to the Great Northern Railway of Canada for a line of railway in extension of its railway from a point at or near Arundel to a point in the municipality of the united townships of Preston and Hartwell, not exceeding 30 miles, and for a line of railway connecting its Montfort and Gatineau line with the main line at St. Jerome, not exceeding 22 miles, were authorized; in lieu of the subsidies granted to the Montfort and Gatineau Colonization Railway Company by items 6 and 41 of chapter 57 of 1903.

This company having applied for the subsidy for the construction of a railway connecting its Montfort and Gatineau line with the main line at St. Jerome, 22 miles, a contract was entered into with them for the work on April 10, 1907.

During the past fiscal year, payment has been made to the extent of $41,830, the total paid on this work up to March 31, 1908.

By the Subsidy Act of 1906, chap. 43, item 37, the grant of a subsidy to the Great Northern Railway of Canada for a line of railway from, at or near Garneau Junction to or towards the Quebec bridge, not exceeding 70 miles, was authorized; in lieu of the subsidy granted by item 74 of chapter 57 of 1903.

This company having applied for the said subsidy, a contract was entered into with them for the work on April 8, 1907.

During the past fiscal year, payments have been made to the extent of $215,040, the total, including double subsidy, paid on this work up to March 31, 1908.

It may be noted that the Great Northern Railway of Canada had previously been subsidized, under various Acts, for lines of railway and bridges, the aggregate payments for these works up to June 30, 1903, being $557,783.31.

CANADIAN PACIFIC RAILWAY COMPANY.

(Crow's Nest Pass Railway.)

(See Annual Report for 1902-03.)

CANADIAN PACIFIC RAILWAY COMPANY.

(Waskada Branch.)

(See Annual Report of 1905-06.)

CANADIAN PACIFIC RAILWAY COMPANY.

(Pheasant Hills Branch.)

(See Annual Report of 1906-07.)

CANADIAN PACIFIC RAILWAY COMPANY.

(Dyment Branch.)

(See Annual Report for 1902-03.)

CANADIAN PACIFIC RAILWAY COMPANY.

(See Nos. 593 and 698.)

By the Subsidy Act of 1903, chap. 57, item 49, the grant of a subsidy of $3,200 a mile, with an addition of 50 per cent on average cost in excess of $15,000 a mile, but not exceeding in all $6,400 a mile, was authorized for a branch line of railway from a point at or near the intersection of the Canadian Pacific Railway and the Great Northern Railway between St. Philippe d'Argenteuil and Lachute, thence in a northerly direction, passing through the village of Brownsburg, not exceeding three miles.

The company having applied for the said subsidy, a contract was entered into with them for the work on March 20, 1906.

During the fiscal year 1906-7 payment was made for this work of the sum of $9,600.

By the Subsidy Act of 1907, chap. 40, item 14, the above subsidy was revoted, the distance being increased, not to exceed 4·2 miles.

The company having applied for the said subsidy, a further contract was entered into with them for the work August 22, 1907.

During the past fiscal year subsidy to the extent of $3,424 has been paid, making the total payments up to March 31, 1908, $13,024.

CANADIAN PACIFIC RAILWAY COMPANY.

(See No. 665.)

By the Subsidy Act of 1906, chap. 43, item 27, the grant of a subsidy of $3,200 a mile, with an addition of 50 per cent on average cost in excess of $15,000 a mile,

limited to $6,400 a mile, was authorized for a line of railway from a point at or near Teulon to a point on the Icelandic river, not exceeding 35 miles, in lieu of previous subsidies.

This company having applied for the said subsidy, a contract was entered into with them for the work on September 28, 1907.

No payments have been made up to March 31, 1908.

CANADIAN PACIFIC RAILWAY COMPANY.

(West Selkirk—Lake Winnipeg Branch.)

(See Annual Report for 1902-03.)

CAP DE LA MAGDELEINE RAILWAY COMPANY.

(Leased to Canadian Pacific Railway.)

(See Annual Report of 1896-97.)

CAPE BRETON RAILWAY EXTENSION COMPANY, LIMITED.

(See Annual Reports of 1895-96 and 1905-06.)

CENTRAL COUNTIES RAILWAY COMPANY.

(See Annual Report of 1905-06.)

CENTRAL ONTARIO RAILWAY COMPANY.

(See Annual Report for 1900-01.)

(See Nos. 547 and 685.)

The history of this railway was given in the annual report for 1900-01, with a statement of the subsidies paid for the then completed line of railway.

By the Subsidy Act of 1903, chap. 57, item 4, the grant of a subsidy of $3,200 a mile, with a further subsidy of 50 per cent on average cost in excess of $15,000 a mile, not exceeding in all $6,400 a mile, was authorized for a further extension of the company's railway from a point at or near Bancroft to a point on the Canada Atlantic Railway at or near Whitney, not exceeding 40 miles, in lieu of subsidies granted by item 5 of section 2 of chapter 8 of 1900, and item 16 of section 2 of chapter 7 of 1901, respectively.

The company having applied for this subsidy a contract was entered into with them accordingly on September 6, 1905.

By the Subsidy Act of 1907, chap. 40, item 1, the above subsidy granted by chapter 57 of 1903, item 4, not exceeding 40 miles, was revoted.

The company having applied for this subsidy, a contract was entered into with them, accordingly, on June 10, 1907.

During the past fiscal year, payments have been made to the extent of $76,861.36, the total paid, under this subsidy, to March 31, 1908.

CENTRAL RAILWAY COMPANY OF NEW BRUNSWICK.

(Now New Brunswick Coal and Railway Company.)

(See Annual Report for 1902-03.)

CHATEAUGUAY AND NORTHERN RAILWAY COMPANY.

(Amalgamated with and under the name of the Canadian Northern Quebec Railway Company.)

(See Annual Report of 1906-07.)

CHATHAM BRANCH RAILWAY COMPANY.

(Now part of Intercolonial Railway.)

(See Annual Report of 1893-94.)

CHIGNECTO MARINE TRANSPORT RAILWAY COMPANY.

(See Annual Report for 1904-95.)

COAST RAILWAY COMPANY OF NOVA SCOTIA.

(Name changed to Halifax and Yarmouth Railway Company by Nova Scotia Statute of 1899, chap. 128.)

(See Annual Report of 1904-05.)

COBOURG, NORTHUMBERLAND AND PACIFIC RAILWAY COMPANY.

(See Annual Report for 1900-01.)

COLCHESTER COAL AND RAILWAY COMPANY.

(See No. 664.)

This company was incorporated by letters patent, dated February 26, 1903, of the province of Nova Scotia.

By the Subsidy Act of 1906, chap. 43, item 26, the grant of a subsidy of $3,200 a mile, with an addition of 50 per cent on average cost in excess of $15,000 a mile, limited to $6,400 a mile, was authorized for a railway from Debert Station, on the Intercolonial Railway, to Debert Coal Mines, not exceeding 4½ miles.

This company having applied for the said subsidy, a contract was entered into with them for the work on May 20, 1907.

During the past fiscal year, the full amount of subsidy, on 4 miles of railway, $12,800, has been paid.

COLUMBIA AND KOOTENAY RAILWAY AND NAVIGATION COMPANY.

(Leased to the Canadian Pacific Railway Company.)

(See Annual Report for 1891-92.)

COMPAGNIE DU CHEMIN DE FER DE COLONISATION DU NORD.

(See Nos. 588, 642,)

The history of this railway was given in the annual report for 1905-06, with a statement of the subsidies paid for the then completed line of railway.

By the Subsidy Act of 1903, chap. 57, item 44, the grant of a subsidy of $3,200 a mile, with a further subsidy of 50 per cent on average cost in excess of $15,000 a mile, limited to $6,400 a mile, was authorized for a railway from Lake Nominingue to Le Lièvre, not exceeding 35 miles.

By the Subsidy Act of 1906, chap. 43, item 4, the above subsidy was revoted.

This company having applied for the said subsidy, a contract was entered into with them for the work on December 27, 1907.

No payments have been made up to March 31, 1908.

CORNWALLIS VALLEY RAILWAY COMPANY.

(Now part of Dominion Atlantic Railway.)

(See Annual Report for 1891-92.)

CUMBERLAND RAILWAY AND COAL COMPANY.

(See Annual Report for 1894-95.)

DOMINION ATLANTIC RAILWAY COMPANY.

(See Western Counties Railway Company.)

DOMINION EASTERN RAILWAY COMPANY.

(See Annual Report for 1900-01.)

DOMINION LIME COMPANY.

(Now part of Hereford Railway.)

(See Annual Report for 1888-89.)

DOMINION COAL COMPANY.

(Now Sydney and Louisburg Railway.)

(See Annual Report for 1895-96.)

DRUMMOND COUNTY RAILWAY COMPANY.

(Now part of Intercolonial Railway.)

(See Annual Report of 1900-01.

EAST RICHELIEU VALLEY RAILWAY COMPANY.

(Now part of Quebec, Montreal and Southern Railway Company.)

(See Annual Report of 1888-89.)

EDMONTON, YUKON AND PACIFIC RAILWAY COMPANY.

(See Nos. 455, 572 and 693.)

This company was incorporated by the Act of 1896, chap. 71, under the name of the Edmonton District Railway, with powers to construct and operate a railway from some point within the town of Edmonton to a point in South Edmonton on the Calgary and Edmonton Railway and to connect therewith; also from some point within the town of Edmonton, via the village of St. Albert, to a point on the Athabaska river, at or near Fort Assiniboine, with a branch to Stony Plains; also from some point within the town of Edmonton to a point at or near Fort Saskatchewan, together with a branch to a point on Sturgeon river. Other powers were granted of a general commercial character.

By the Act of 1898, chap. 63, the company was empowered to extend their line of railway from the Athabaska to the navigable waters of Pelly river.

By the Act of 1889, chap. 64, the name of the company was changed to the above, with powers to extend the railway via the Yellow Head Pass or the Peace River Pass, to a point in British Columbia, or to connect with the railway which the British Pacific Railway Company is authorized to construct, and also to construct and operate a branch line to some point on the Yukon river.

By the Subsidy Act of 1903, chap. 57, item 28, the grant to this company of a subsidy of $3,200 a mile, with an addition of 50 per cent on the cost in excess of $15,000 a mile, limited to $6,400 a mile, was authorized for 50 miles of a railway from the town of Strathcona to Edmonton, and thence westerly towards the Yellow Head Pass.

By the Subsidy Act of 1907, chap. 40, item 9, the above subsidy was revoted.

The company having applied for this subsidy, a contract was entered into with them, accordingly, on December 18, 1907.

During the past fiscal year subsidy to the extent of $91,200 has been paid, the total paid up to March 31, 1908.

ELGIN, PETITCODIAC AND HAVELOCK RAILWAY COMPANY.

(See Annual Reports for 1885-86 and 1890-91.)

ERIE AND HURON RAILWAY COMPANY.

(Now part of Lake Erie and Detroit River Railway.)

(See Annual Report for 1886-87.)

ESQUIMALT AND NANAIMO RAILWAY COMPANY.

(Now part of Canadian Pacific Railway System.)

(See Annual Report for 1886-87.)

FREDERICTON AND ST. MARY'S BRIDGE COMPANY.

(Now part of Intercolonial Railway.)

(See Annual Report of 1904-05.)

GRAND TRUNK, GEORGIAN BAY AND LAKE ERIE RAILWAY COMPANY.

(Now part of Grand Trunk Railway System.)

(See Annual Report for 1893-94.)

GRAND TRUNK RAILWAY COMPANY.

(See Annual Report of 1900-01.)

GREAT EASTERN RAILWAY COMPANY.

(See Annual Report for 1896-97.)

GREAT NORTHERN RAILWAY OF CANADA (FORMERLY THE GREAT NORTHERN RAILWAY COMPANY.)

(Amalgamated with and under the name of the Canadian Northern Quebec Railway Company.)

(See Annual Report for 1902-03.)

GULF SHORE RAILWAY COMPANY OF NEW BRUNSWICK.

(See Annual Report for 1899-1900.)

GUELPH JUNCTION RAILWAY COMPANY.

(Leased to Canadian Pacific Railway.)

(See Annual Report of 1888-89.)

HALIFAX AND SOUTH-WESTERN RAILWAY COMPANY.

(See Nos. 567, 619 and 660.)

This company was incorporated by the Act of the province of Nova Scotia, chap. 1, 1902, for the construction and operation of a railway from a point on the Intercolonial Railway at or near Halifax to Barrington Passage, and also from a junction with the Central Railway, at or near New Germany, to Caledonia Corners.

By the Subsidy Act of 1903, chap. 57, items 23 and 75, the grant of a subsidy of $3,200 a mile, with an addition of 50 per cent on cost in excess of $15,000 a mile, not exceeding $6,400 a mile, was authorized for lines of railway (*a*) from a point at or near Halifax to a point on the Central Railway at or near Mahone Bay, 68 miles; (*b*)from a point on the Central Railway at or near Bridgewater towards Barrington Passage, 77 miles, and an addition to and continuation of the same, 35 miles; (*c*) from a point at or near New Germany on the Central Railway to a point at or near Caledonia, 22 miles; (*d*) and from a point at or near Caledonia to Liverpool, 29 miles.

The company was admitted to contract on November 9, 1903.

The total payments up to June 30, 1906, amounted to $653,776.

By the Subsidy Act of 1906, chap. 43, item 22, the above subsidies were revoted.

The company having applied for these subsidies, a contract was entered into with them, accordingly, on October 8, 1906.

During the past fiscal year payments have been made to the extent of $316,567.73, making the total payments up to March 31, 1908, $1,238,450.93.

HALIFAX AND YARMOUTH RAILWAY COMPANY.

(Formerly the Coast Railway Company of Nova Scotia, which see.)

(Name changed by Nova Scotia Statute of 1899, Chap. 128.)

(See Annual Report for 1902-03.)

HARVEY BRANCH RAILWAY COMPANY.

(See Annual Report of 1889-90.)

HEREFORD RAILWAY COMPANY (FORMERLY HEREFORD BRANCH RAILWAY COMPANY.)

(See Annual Report of 1891-92.)

INTERNATIONAL RAILWAY COMPANY.

(Now part of Canadian Pacific Railway System.)

(See Annual Reports of 1887-88 and 1889-90.)

INTERNATIONAL RAILWAY COMPANY OF NEW BRUNSWICK.

(Formerly the Restigouche and Western Railway Company, which see.)

This company was incorporated by letters patent, dated May 19, 1903, in pursuance of the Act of the legislature of New Brunswick of that year, entitled 'An Act in aid of the construction of certain railways,' with powers to construct a line of railway commencing at the terminus of the first section of 10 miles of railway extending from Campbellton, N.B., westward, built for the Restigouche and Western Railway Company, to the St. John river at a point between Grand Falls and Edmundston, with power to acquire the said 10 miles already built, and to issue debentures on the said line of railway, including the first section of 10 miles, when acquired, to the extent of $5,000 per mile; the capital stock to be $600,000, with provision for increase to $1,500,000.

By the Subsidy Act of 1903, chap. 57, item 14, authority was given for the grant of a subsidy to the above company for a line of railway from the western end of the 10 miles of its railway already constructed from Campbellton towards a point on the St. John river between Grand Falls and Edmundston, not exceeding 67 miles, being in lieu of previous subsidies.

Under date of May 13, 1905, a subsidy contract was entered into with the company accordingly.

During the fiscal year 1906-07 payments were made to the extent of $51,200.

No further payments have been made up to March 31, 1908.

INVERNESS RAILWAY AND COAL COMPANY.

(Name changed from Inverness and Richmond Railway Company by the Act of the province of Nova Scotia, 2 Edward VII., chap.162 of 1902.)

(See Annual Report of 1905-06.)

IRONDALE, BANCROFT AND OTTAWA RAILWAY COMPANY.

(See Annual Report for 1900-01.)

JAMES BAY RAILWAY COMPANY.

(Name changed to The Canadian Northern Ontario Railway Company by Order in Council of June 25, 1906, under the authority of section 2 of chapter 110 of the statutes of 1905.)

(See James Bay Railway Company in Annual Report for 1906-07, and Canadian Northern Ontario Railway Company in present report.)

JOGGINS RAILWAY COMPANY.

(Now Canada Coal and Railway Company.)

(See Annual Report for 1891-92.)

KETTLE RIVER VALLEY RAILWAY COMPANY.

(See Nos. 611, 677.)

This company was incorporated by the Act of 1901, chap. 68, with powers for the construction of a line of railway from a point on the international boundary line at or near Cascade city, British Columbia, thence running in a westerly direction, following the course of the Kettle river, to a point on the said international boundary line at or near Carson city, with a branch from a point at or near Grand Forks to a point 50 miles up the north fork of the Kettle river, following the valley of the same river; also with a branch from a point at or near Grand Forks, via Greenwood, to a point on the international boundary line at or near Midway. In addition, the company was authorized to form connections at the boundary line, at the said point, with a proposed railway to Republic in the State of Washington, and generally with the railway system of the United States.

By the Act of 1904, chap. 89, additional lines of railway were authorized, (*a*) From a point 50 miles up the north fork of the Kettle river, thence via Fire Valley to Vernon, thence westerly to a junction with the Nicola, Kamloops and Similkameen Coal and Railway Company at or near Quilchena. (*b*) From a point on the line so to be constructed at or near the junction of the east fork and west fork of the north fork of Kettle river to Franklin Camp, thence to Killarney by the most feasible route.

By the Subsidy Act of 1903, chap. 57, item 67, the grant to this company of a subsidy of $3,200 a mile, with an addition of 50 per cent on the cost in excess of $15,000 a mile, not exceeding $6,400 a mile, was authorized for a line of railway from Grand Forks to a point 50 miles up the north fork and west fork of the north fork of Kettle river, not exceeding 50 miles.

The company was admitted to contract on July 28, 1905.

No payments had been made up to March 31, 1907.

By the Subsidy Act of 1906, chap. 43, item 39, the above subsidy was revoted.

The company having applied for this subsidy, a contract was entered into with them, accordingly, on June 6, 1907.

During the past fiscal year, payment has been made to the extent of $97,771.52, the total paid up to March 31, 1908.

KINGSTON, NAPANEE AND WESTERN RAILWAY COMPANY.

(Amalgamated with Bay of Quinté Railway Company.)

(See Napanee, Tamworth and Quebec Railway.)

KINGSTON AND PEMBROKE RAILWAY COMPANY.

(Leased to Canadian Pacific Railway.)

(See Annual Report for 1884-85.)

KLONDIKE MINES RAILWAY COMPANY.

(See Nos. 615, 684 and 706.)

This company was incorporated by the Act of 1899, chap. 72, with powers for the construction of a line of railway from Klondike City along the Klondike river to Bonanza Creek, and thence along the Yukon river to Dawson City, together with power to construct certain branch lines. Other powers of a general commercial character were granted.

By the Subsidy Act of 1903, chap. 57, item 71, the grant of a subsidy of $3,200 a mile, with an addition of 50 per cent on average cost in excess of $15,000 a mile, limited to $6,400 a mile, was authorized for a railway from Dawson to Stewart river, passing near Grand Forks, not exceeding 84 miles.

The company having applied for this subsidy, a contract was entered into with them for the work on February 1, 1905.

During the fiscal year 1906-07 payments were made to the extent of $96,000.

By the Subsidy Act of 1907, chap. 40, item 22, this subsidy was revoted in modified form as follows:

(*a*) For a line of railway from Dawson to a point at or near Sulphur Spring, not exceeding 31 miles.

(*b*) For a line of railway from a point at or near Sulphur Spring to a point at or near the divide between Dominion and Flat Creeks, not exceeding 45 miles.

(*c*) For a line of railway from a point at or near the said divide to or towards the Stewart river, not exceeding 8 miles.

The company having applied for these subsidies, three separate contracts were entered into with them, accordingly, on May 10, 1907. The first section (*a*), 31 miles is completed and in operation; the time for completion of the last two named sections (*b*) and (*c*) being fixed as December 1, 1909.

During the past fiscal year payment has been made to the extent of $101,184, making the total payments up to March 31, 1908, $197,184.

KOOTENAY AND ARROWHEAD RAILWAY COMPANY.

(Leased to Canadian Pacific Railway Company.)

(See Annual Report of 1905-06.)

KOOTENAY CENTRAL RAILWAY COMPANY.

(See Nos. 610 and 669.)

This company was incorporated by the Act of 1901, chap. 71, with powers for the construction of a line of railway. (*a*) From Fort Steele to Elko or some other convenient point on the Crow's Nest Railway between Elko and Wardner, thence on either the east or west side of the Wigwam river, or by the most convenient route, to the international boundary line. (*b*) From Fort Steele to Windermere, by either the east or west side of the Kootenay river, thence to the town of Golden on the main line of the Canadian Pacific Railway, and may build and operate such tramways in connection therewith, not exceeding in any one case ten miles in length, as are from time to time authorized by the Governor in Council. Other powers of a general commercial character were granted, including the acquisition and operation of smelters.

By the Subsidy Act of 1903, chap. 57, item 66, the grant to this company of a subsidy of $3,200 a mile, with an addition of 50 per cent on the cost in excess of $15,000 a mile, limited to $6,400 a mile, was authorized for a line of railway from Golden to the international boundary line, via Windermere and Fort Steele, and crossing the Crow's Nest Railway at or near Elko, not exceeding 186 miles.

The company having applied for this subsidy was admitted to contract on June 23, 1906.

By the Subsidy Act of 1906, chap. 43, item 31, the above subsidy was revoted.

The company having applied for this subsidy, a contract was entered into with them, accordingly, on April 4, 1907.

No payments have been made up to March 31, 1908.

LAKE ERIE AND DETROIT RIVER RAILWAY COMPANY.

Formerly the Lake Erie, Essex and Detroit Railway Company. Name changed by Dominion Act, 54-55, Vic., chap. 88 (1891).

(See Annual Report for 1901-02.)

L'ASSOMPTION RAILWAY COMPANY.

(See Annual Report of 1886-87.)

LEAMINGTON AND ST. CLAIR RAILWAY COMPANY.

(Amalgamated with Canada Southern Railway.)

(See Annual Report of 1888-89.)

LAKE TEMISCAMINGUE COLONIZATION RAILWAY COMPANY.

(Now part of Canadian Pacific Railway System.)

(See Annual Report 1896-97.)

LAURENTIAN RAILWAY COMPANY.

(See St. Lawrence, Lower Laurentian and Saguenay Railway Company.)

LINDSAY, BOBCAYGEON AND PONTPOOL RAILWAY COMPANY.

(Leased to Canadian Pacific Railway Company.)

(See Annual Report of 1904-05.)

LOTBINÈRE AND MEGANTIC RAILWAY COMPANY.

(See Annual Report of 1896-7.)

MABOU AND GULF RAILWAY COMPANY, LIMITED.

(See Annual Report of 1906-07.)

MAGANETAWAN RIVER RAILWAY COMPANY.

(See Annual Report of 1905-06.)

MANITOULIN AND NORTH SHORE RAILWAY COMPANY.

(See Annual Report of 1905-06.)

MARGAREE COAL AND RAILWAY COMPANY, LIMITED.

(See No. 705.)

This company was authorized to build a railway by chapter 143 of the Acts of the legislature of Nova Scotia, 1903-04, and amendments thereto, passed during the session of the said legislature in the year 1907.

By the Subsidy Act of 1907, chap. 40, item 21, the grant of a subsidy of $3,200 a mile, with a further subsidy of 50 per cent on average cost in excess of $15,000 a mile, limited to $6,400 a mile, was authorized for a line of railway from Ste. Rose (or from Chimney Corner coal mines to a point at or near Chimney Corner Cove) thence via the east side of Lake Ainslie to or towards a point on the Intercolonial Railway at or near Orangedale, not exceeding 34 miles; and for a line of railway from a point on the Intercolonial Railway between Orangedale and Point Tupper to Caribou Cove, or Inhabitants bay or river, not exceeding 4 miles.

This company having applied for the said subsidy, a contract was entered into with them for the work on June 14, 1907.

No payments have been made up to March 31, 1908.

MASSAWIPPI VALLEY RAILWAY COMPANY.

(See Annual Report for 1900-01.)

MIDDLETON AND VICTORIA BEACH RAILWAY COMPANY.

(See Annual Report of 1906-07.)

MIDLAND RAILWAY COMPANY, LIMITED.

(Now part of Dominion Atlantic Railway System.)

(See Annual Report of 1903-04.)

(See No. 472.)

During the fiscal year 1906-07 there was paid to the company, in addition to amounts previously paid, as recited in the departmental report of 1903-04, the sum of $4,967.70, which amount had been withheld pending consideration by the Auditor General, making the total payments up to March 31, 1907, $372,135.70.

By the Subsidy Act of 1899, chap. 7, the grant to this company of a subsidy towards the construction of a bridge across the Shubenacadie River, 15 per cent upon the amount expended thereon, not exceeding $33,750, was authorized.

This bridge was completed and inspected by July 1, 1902, that is, within the period allowed by the subsidizing Act. The company did not at the time enter into contract, owing to some question as to the amount of subsidy. The subsidy contract was, however, entered into with them for this work on July 5, 1907, under authority of an order in council dated May 14, 1907.

During the past fiscal year the full amount of the subsidy earned, $31,892.40, has been paid, making the total payments to the company, up to March 31, 1908, $404,-028.10.

MIDWAY AND VERNON RAILWAY COMPANY.

(See No. 613.)

This company was incorporated by the Act of the province of British Columbia of 1901, chap. 81, with powers for the construction of a line of railway from a point at or near the town of Midway to a point at or near the mouth of Rock Creek; thence in a north-easterly direction to the west fork of Kettle river; thence following the west fork of said river, by the most convenient route via Okanagan Mission Valley, to Vernon.

By the Dominion Act of 1903, chap. 154, the railway works which the company by its said Act of incorporation had been empowered to undertake and operate, were declared to be for the general advantage of Canada.

By the Subsidy Act of 1903, chap. 57, item 69, the grant to this company of a subsidy of $3,200 a mile, with an addition of 50 per cent on the cost in excess of $15,000 a mile, limited to $6,400 a mile, was authorized for a line of railway from Midway to Vernon, not exceeding 150 miles.

The company having applied for this subsidy, a contract was entered into with them accordingly on July 28, 1905.

No payments have been made up to March 31, 1908.

MINUDIE COAL COMPANY, LIMITED.

(See Nos. 161, 334 and 565.)

This company was incorporated by the statute of Nova Scotia of 1902, chap. 140, with power, amongst others, to build a railway or tramway in connection with their mines, subject to any of the provisions of 'The Nova Scotia Railway Act' relating thereto.

By the Subsidy Act of 1903, item 21, the grant of a subsidy of $3,200 a mile, with a further subsidy of 50 per cent on average cost in excess of $15,000 a mile, limited to $6,400 a mile, was authorized for a line of railway from a point on the Joggins Railway near River Hebert Railway bridge to the village of Minudie, not exeeding 6 miles, being a revote and in substitution of subsidy granted by chapter 4 of 1894 item 20.

This company having applied for the said subsidy, a contract was entered into with them on October 28, 1904.

This railway is completed, and the full amount of the subsidy, $18,544, on 5·79 miles, has been paid during the fiscal year 1907-08.

MONTFORT COLONIZATION RAILWAY COMPANY.

(See Annual Report for 1900-01.)

MONTFORT AND GATINEAU COLONIZATION RAILWAY COMPANY.

(Now part of the Great Northern Railway of Canada.)

(See Annual Report for 1902-03.)

MONTREAL AND CHAMPLAIN JUNCTION RAILWAY COMPANY.

(Now part of Grand Trunk Railway System.)

(See Annual Report for 1892-93.)

MONTREAL AND LAKE MASKINONGÈ RAILWAY COMPANY.

(Leased to Canadian Pacific Railway Company.)

(See Annual Report for 1890-91.)

MONTREAL AND SOREL RAILWAY COMPANY.

(Part of Quebec, Montreal and Southern Railway Company.)

(See Annual Report for 1892-93.)

MONTREAL AND WESTERN RAILWAY COMPANY.

(Leased to Canadian Pacific Railway Company.)

(See Annual Report for 1893-94.)

MONTREAL AND OTTAWA RAILWAY COMPANY.

(Now part of Grand Trunk Railway System.)

(*Formerly the* VAUDREUIL AND PRESCOTT RAILWAY COMPANY. *Name changed by 53 Vic., chap. 58.*)

(See Annual Report for 1898-99.)

MONTREAL AND PROVINCE LINE RAILWAY COMPANY.

(Operated by Central Vermont Railway.)

(See Annual Report for 1901-02.)

NAKUSP AND SLOCAN RAILWAY COMPANY.

(Leased to Canadian Pacific Railway Company.)

(See Annual Report for 1894-95.)

NAPANEE, TAMWORTH AND QUEBEC RAILWAY COMPANY.

(*Name changed to the* KINGSTON, NAPANEE AND WESTERN RAILWAY COMPANY *by the Act 53 Vic., chap. 62.*)

(See Annual Report for 1895-96.)

NAPIERVILLE JUNCTION RAILWAY COMPANY.

(See No. 654.)

This company was incorporated by the Act of the province of Quebec of 1888, chap. 99, with powers for the construction of a line of railway from some point in the parish of St. Remi to St. Cyprien, county of Napierville, traversing the counties of Napierville and Laprairie, with power to extend the said line through the county of St. John's. The Act of incorporation was subsequently amended by chap. 68 of the statutes of 1900 (Quebec), and chap. 73 of the statutes of 1904 (Quebec). By virtue of its Acts of incorporation and the amending Acts referred to, the company is vested with all the rights and privileges necessary for the construction and working of a railway from a point in the parish of St. Constant, county of Laprairie, to a point in the parish of St. Bernard de Lacolle, county of St. John's, or else to near Rouse's Point.

By the Subsidy Act of 1906, chap. 43, item 16, the grant to this company of a subsidy of $3,200 a mile, with an addition of 50 per cent on average expenditure in excess of $15,000 a mile, limited in all to $6,400 a mile, was authorized for a railway from St. Constant in the county of Laprairie and Napierville, through St. Edouard, St. Cyprien and Lacolle to a point at or near the international boundary line on the Delaware and Hudson Railway (Grand Trunk) in lieu of the 19 and 12-

mile subsidies granted by chap. 7 of 1899, section 2, item 10, and chap. 4 of 1894, respectively, not exceeding 28 miles.

The company having applied for this subsidy was admitted to contract on October 10, 1906.

This railway is completed, and the full subsidy, including double subsidy, on 27·10 miles, amounting to $173,440, has been paid during the fiscal year 1907-08.

NEW BRUNSWICK AND PRINCE EDWARD ISLAND RAILWAY COMPANY

(See Annual Report for 1888-89.)

NEW BRUNSWICK COAL AND RAILWAY COMPANY.

(Formerly Central Railway Company of New Brunswick.)

(See Annual Report of 1905-06.)

NICOLA, KAMLOOPS AND SIMILKAMEEN COAL AND RAILWAY COMPANY.

(Leased to Canadian Pacific Railway Company.)

(See Nos. 570, 692.)

This company was incorporated by the British Columbia Act of 1891, chap. 47, with powers to construct a single or double track line of railway from the eastern extremity of Nicola lake; thence to the town of Princeton, and thence by way of Similkameen river in a southerly direction to Osoyoos lake; also from the terminus at Nicola in a northerly direction to the town of Kamloops. Other powers of a general commercial character were granted.

By the Subsidy Act of 1903, chap. 57, item 26, the grant of a subsidy of $3,200 a mile, with an addition of 50 per cent on average cost in excess of $15,000 a mile, limited to $6,400 a mile, was authorized for a railway from a point at or near Spence's Bridge on the Canadian Pacific Railway to Nicola lake, not exceeding 45 miles, being a revote of subsidies granted by chap. 5 of 1892, and chap. 4 of 1894.

The company having applied for this subsidy, a contract was entered into with them for this work on April 27, 1905.

The sum of $110,592 was paid during the fiscal year 1905-06.

By the Subsidy Act of 1907, chap. 40, item 8, the above subsidy was revoted.

The company having applied for this subsidy, a contract was entered into with them, accordingly, on June 24, 1907.

During the past fiscal year, payment has been made to the extent of $190,208, making the total payments up to March 31, 1908, $300,800.

NORTHERN AND PACIFIC JUNCTION RAILWAY COMPANY.

(Now part of Grand Trunk Railway System.)

(See Annual Report of 1890-91.)

NORTHERN AND WESTERN RAILWAY COMPANY.

(See Annual Report of 1889-90.)

(Also under the head 'Canada Eastern Railway' in Annual Report of 1894-95.)

NOVA SCOTIA CENTRAL RAILWAY COMPANY.

(See Annual Report for 1898-99.)

NOVA SCOTIA EASTERN RAILWAY COMPANY, LIMITED.

(See Annual Report of 1906-07.)

NOVA SCOTIA SOUTHERN RAILWAY COMPANY.

(See Annual Report for 1902-03.)

ONTARIO AND PACIFIC RAILWAY COMPANY.

(Name changed to OTTAWA AND NEW YORK RAILWAY COMPANY *by 60-61 Vic., chap. 57, 1897.)*

(See Annual Report for 1901-02.)

ONTARIO AND QUEBEC RAILWAY COMPANY.

(Leased to Canadian Pacific Railway Company.)

(See West Ontario Pacific Railway Company, and Annual Report for 1891-92.)

ONTARIO, BELMONT AND NORTHERN RAILWAY COMPANY

(Operated by Central Ontario Railway Company.)

(See Annual Report for 1896-97.)

ONTARIO AND RAINY RIVER RAILWAY COMPANY.

(Amalgamated with and under the name of the CANADIAN NORTHERN RAILWAY COMPANY *under the Act 62-63 Vic., chap. 80.)*

(See Ontario and Rainy River Railway Company in Annual Report for 1902-03, and Canadian Northern Railway Company in report of 1906-07.)

ORFORD MOUNTAIN RAILWAY COMPANY.

(See Annual Reports for 1893-94 and 1894-95.)

(See Nos. 594, 699.)

The history of this railway was given in the annual report for 1894-95, with a statement of the subsidies paid for the then completed line of railway, namely $123,050.

By the Subsidy Act of 1903, chap. 57, item 50, the grant of a subsidy of $3,200 a mile, with a further subsidy of 50 per cent on average cost in excess of $15,000 a mile, not exceeding $6,400 a mile, was authorized for a line of railway from a point on its main line between Lawrenceville and Eastman to Lake Bonella, 5 miles; from Kingsbury to Windsor Mills, 10 miles; and from Eastman to the town line between the township of Bolton and the township of Potton, 12 miles—not exceeding in the whole 27 miles.

The company having applied for these subsidies, contracts were entered into with them, accordingly, on March 9, and June 12 and 23, 1905, for the construction of the sections above named.

During the fiscal year 1905-06, payments were made to the extent of $45,764.50, making the total paid to March 31, 1907, including previous subsidies, $168,814.50.

By the Subsidy Act of 1907, chap. 40, item 15, subsidies were granted to this company for the following lines of railway, namely: From Bolton line to Mansonville, 7·54 miles; from Mansonville to the international boundary, 3·12 miles; from Windsor Mills to Brampton Falls, 8 miles; from Melbourne Road Crossing to Melbourne village, 3·50 miles, and from a point on its main line of railway to the south end of Bonella Lake, 5 miles; in lieu of the subsidies granted by chapter 57 of 1903, item 50, but not exceeding in the whole 27 miles.

The company having applied for the subsidy granted for the line from Bolton line to Mansonville, a contract was entered into with them accordingly on February 1, 1908.

During the past fiscal year the sum of $24,128 has been paid from this subsidy, making the total payments up to March 31, 1908, including previous subsidies, $192,942.50.

OSHAWA RAILWAY AND NAVIGATION COMPANY.

(*Name changed to the* OSHAWA RAILWAY COMPANY, *by 54-55 Vic., chap. 91.*)

(See Annual Report for 1895-96.)

OTTAWA, ARNPRIOR AND PARRY SOUND RAILWAY COMPANY.

(*Now the* CANADA ATLANTIC RAILWAY COMPANY, *by amalgamation, under the Act 62-63 Vic., chap 81, 1899.*)

(Now part of Grand Trunk Railway System.)

(See Annual Report for 1898-99.)

OTTAWA AND GATINEAU VALLEY RAILWAY COMPANY.

(*Name changed to the* OTTAWA AND GATINEAU RAILWAY COMPANY, *by the Act 57-58 Vic., chap. 87, which consolidated and amended Acts relating to the company.*)

(*Name further changed to the* OTTAWA NORTHERN AND WESTERN RAILWAY COMPANY, *by the Act 1 Edw. VII., chap 80, 1901.*)

(See Annual Report for 1903-04.)

OTTAWA AND NEW YORK RAILWAY COMPANY.

(Purchased by New York Central Railroad Company.)

(See Ontario and Pacific Railway Company.)

OTTAWA NORTHERN AND WESTERN RAILWAY COMPANY.

(Leased to Canadian Pacific Railway Company.)

(See Ottawa and Gatineau Valley Railway Company and Pontiac Pacific Junction Railway Company.)

(See Nos. 557 and 678.)

The history of this railway was given in the Annual Report of 1903-04, with a statement of the subsidies paid for the then completed lines of railway, namely, $410,688.

The company having applied, under the subsidies voted in 1899 and 1906, contracts were entered into with them on June 12 and 13, 1907, in respect of their line of railway from Aylmer to a point of junction with the Interprovincial bridge approach in the city of Hull (except that portion thereof beginning at a point of junction with the line of the Hull Electric Railway in the city of Hull and terminating at a point on the main line of the Canadian Pacific Railway at the east end of the Hull station yard), not exceeding 9 miles, and for a line of railway to the boundary line of the city of Hull from a point on the Ottawa and Gatineau Railway, now the Ottawa, Northern and Western Railway, not exceeding one-quarter of a mile.

These sections of railway having been completed, the balance of subsidies, amounting to $4,243.20 has been paid during the past fiscal year, making the total payments to the company up to March 31, 1908, including previous subsidies, $414,931.20.

PARRY SOUND COLONIZATION RAILWAY COMPANY.

(See Annual Report for 1895-96.)

PEMBROKE SOUTHERN RAILWAY COMPANY.

(See Annual Report for 1899-1900.)

PHILPSBURG JUNCTION AND QUARRY COMPANY.

(See Annual Report for 1894-95.)

(*Now the* PHILIPSBURG RAILWAY AND QUARRY COMPANY. *Name changed by 58 Vic., ch. 65, 1895, Quebec.*)

(See Annual Report for 1899-1900.)

PORT ARTHUR, DULUTH AND WESTERN RAILWAY COMPANY.

(*Formerly the* THUNDER BAY COLONIZATION RAILWAY COMPANY.)

(See Annual Report for 1892-93.)

PONTIAC AND RENFREW RAILWAY COMPANY.

(See Annual Report for 1899-1900.)

PONTIAC PACIFIC JUNCTION RAILWAY COMPANY.

(See Annual Report for 1900-01.)

QU'APPELLE, LONG LAKE AND SASKATCHEWAN RAILWAY COMPANY.

(Operated by Canadian Northern Railway Company.)

(See Annual Report for 1890.)

QUEBEC BRIDGE COMPANY.

(*Now the* QUEBEC BRIDGE AND RAILWAY COMPANY,—*name changed by the Act 3, Ed. VII., chap. 177, 1903.*)

(See No. 467 and Acts, chap. 54 and 177 of 1903, and 35 of 1907.)

This company was incorporated by the Dominion Act, 50-51 Vic., chap. 98 (1887), with powers to construct a railway bridge over the River St. Lawrence near Quebec, and to arrange the same for the use of foot passengers and vehicles, and to construct and operate lines of railway to connect with existing or future lines of railway on each side of the river.

By the Act 60-61 Vic., chap. 69 (1897), the powers of the company were revived, and the time for construction was extended to June 29, 1902.

By the Act 63-64 Vic., chap. 115 (1900), the time for completion was extended to June 14, 1905, and the company were further empowered to arrange for the placing of electric wires on the bridge and connecting railways, and for the passage of electric street railway or tram cars.

By the Railway Subsidy Act, 62-63 Vic., chap. 7 (1899), the grant of a subsidy to this company of $1,000,000 was authorized for a railway bridge over the River St. Lawrence at Chaudière basin, and by the Act of 1900, chap. 8, clause 10, it was made applicable, one-third to the substructure and approaches, and two-thirds to the superstructure.

On November 12, 1900, the company were admitted to contract for this subsidy work.

The site and plans of the bridge were approved by the Railway Committee of the Privy Council, and by an order in council, dated May 16, 1898.

The structure is to be a cantilever bridge, composed of two approach spans of 220 feet each, two anchor spans of 500 feet each, and a centre span of 1,800 feet from centre to centre of the piers. The under side of the bridge will give a height of 150 feet above high water. When completed, it will comprise a double track railroad, two lines for electric tramways, and two ordinary roads for vehicles and foot passengers.

Subsidy payments to the extent of $374,353.33 were made up to June 30, 1903.

By the Dominion Special Act, 3 Ed. VII., chap. 177, assented to on July 10, 1903, the name of the above company was changed to 'The Quebec Bridge and Railway Company,' with powers to construct lines of railway from the northern terminus of the company's bridge to the city of Quebec, also from the southern terminus of the said bridge to a point at or near the intersection of the Grand Trunk Railway with

the Intercolonial Railway at Chaudière Curve, or to some point on those lines near named section to connect with the line of the Canadian Pacific Railway. Other powers of a general commercial character were granted. The powers of the company for the construction of all its authorized works was extended to July 10, 1910.

Negotiations were had having in view entry into agreement for the guarantee by the government of the bonds of the company, and for conveying to the government, at its option, the bridge, railways and property of the company.

Under the authority of an order in council, dated October 19, 1903, and under the same date, the company entered into an agreement with the government, accordingly, subject to ratification by Parliament; and by the Public Act of the same year, 1903, chap. 54, such agreement, annexed as a schedule to the Act, was so ratified and confirmed, subject to the provision that the consent of parliament shall be given before the government exercise the right of taking over the company's property. It was further provided that the Governor in Council should have the right to appoint three directors of the company.

By this agreement the company released the government from any claim for the unpaid balance of the subsidy of $1,000,000 granted to them, and the government agreed to guarantee the principal and interest of the company's bonds to the extent of $6,678,200, such bonds to be payable in 50 years from the date thereof, bearing interest at 3 per cent per annum, payable half-yearly, and to be a first charge, secured by a mortgage, upon all the company's franchises, tolls, and property of whatsoever kind, the mortgage to secure such securities to be made to a trustee or trustees approved by the Governor in Council and to be subject to like approval, the government to have the right to take possession of the undertaking and property at any time on one month's notice, paying the shareholders the amount of their stock at par value, not exceeding $265,585.70, with simple interest at 5 per cent, and an addition of 10 per cent on the par value of fully paid up shares, and assuming the approved obligations of the company for construction, operation and maintenance, according to the terms of the aforesaid bonds and the mortgage securing the same. The date for the completion of the work was fixed as December 1, 1903.

In pursuance of this authority there was executed, on February 1, 1904, between the Quebec Bridge and Railway Company, the Royal Trust Company (Montreal), and His Majesty, a mortgage trust deed, conveying to the said trust company as trustees all the property and franchises of the bridge company and providing for the issue of bonds to the extent of $6,678,200.

In pursuance of the requirements of the said agreement, the plans, profiles and specifications of the company's proposed railway works have been approved, as follows:—

By an order in council of January 27, 1904, for the line from the northern terminus of the bridge to Champlain market, in the city of Quebec, 6·44 miles, and by an order in council of February 2, 1904, from the south terminus of the bridge to a point of junction with the Intercolonial Railway, 12,600 feet.

Under the terms of the company's aforesaid agreement in respect of the bond guarantee, the amount of the issue of bonds is to be fixed by the Chief Engineer's certificate as to the value of the work done and materials delivered, from time to time, on the company's works.

Further agreements have been entered into, dated February 9 and March 3, 1906, in respect of advances from the Bank of Montreal.

Under certificates issued from time to time, payments have been made to the extent of $5,016,453.66, covering work done and materials delivered. This represents the position up to March 31, 1907.

On the 29th of August, 1907, the southern cantilever span of the bridge structure collapsed.

No payment has been made between March 31, 1907, and the date of the collapse of the bridge.

QUEBEC CENTRAL RAILWAY COMPANY.

(See No. 651.)

The history of this railway was given in the annual report of 1895-96, with a statement of the subsidies paid for the then completed lines of railway.

By the Subsidy Act of 1906, chap. 43, item 13, the grant of a subsidy of $3,200 a mile, with an addition of 50 per cent on average cost in excess of $15,000 a mile, limited to $6,400 a mile, was authorized for an extension of the company's line of railway from St. Francis to St. George, not exceeding 9 miles; and for a line of railway from Scott Junction to the Quebec bridge, not exceeding 23 miles; in lieu of the subsidy granted by chap. 57 of 1903, item 46.

The company having applied for the subsidy granted for the line from St. Francis to St. George, 9 miles, a contract was entered into with them, accordingly, on January 28, 1907.

This railway is completed, and, during the past fiscal year, the full subsidy, $55,638.69, has been paid.

QUEBEC AND LAKE ST. JOHN RAILWAY COMPANY.

(See Annual Report of 1895-96.)

(See Nos. 601 and 659.)

The history of this railway was given in the annual report for 1895-96, with a statement of the subsidies paid for the then completed lines of railway.

By the Subsidy Act of 1903, chap. 57, item 57, the grant of a subsidy of $3,200 a mile, with an addition of 50 per cent on average cost in excess of $15,000 a mile, limited to $6,400 a mile, was authorized for a line of railway from La Tuque on the St. Maurice river to a point on the Lake St. John Railway near the River Jeannotte, not exceeding 35 miles.

The company having applied for this subsidy, a contract was entered into with them, accordingly, on October 12, 1904.

During the fiscal year 1906-07 payments were made under the above contract to the extent of $64,512, making the total up to March 31, 1907, $150,528.

By the Subsidy Act of 1906, chap. 43, item 29, the grant of a subsidy of $3,200 a mile, with an addition of 50 per cent on average cost in excess of $15,000 a mile, limited to $6,400 a mile, was authorized for a line of railway from Roberval to the government wharf at Lake St. John, in lieu of the subsidy granted by chap. 57 of 1903, not exceeding one mile.

The company having applied for this subsidy, a contract was entered into with them, accordingly, on November 24, 1906.

This extension was completed, and during the fiscal year 1906-07, the subsidy, $3,200, was paid.

By the Subsidy Act of 1906, chap. 43, item 21, the subsidy granted by chapter 57 of 1903, item 57, for a line of railway from a point on the Quebec and Lake St. John Railway near the River Jeannotte to La Tuque, on the St. Maurice river, not exceeding 35 miles, was revoted.

The company having applied for this subsidy, a further contract was entered into with them, accordingly, on January 10, 1908.

This line of railway is completed, and during the past fiscal year the balance of subsidy, $73,472, has been paid, making the total payments on this work up to March 31, 1908, $224,000.

The company had previously been subsidized, under various Acts, for a line of railway from Quebec to Lake St. John, 186 miles, including a bridge across the St. Charles river, and also for the Chicoutimi branch, 72 miles, the aggregate payments for these works amounting to the sum of $1,006,743.50, making the total payments to the company, including the above amounts, $1,233,943.50.

QUEBEC, MONTMORENCY AND CHARLEVOIX RAILWAY COMPANY.

(Now the Quebec Railway, Light and Power Company.)

(See Annual Report of 1894-95.)

QUEBEC AND NEW BRUNSWICK RAILWAY COMPANY.

(See Annual Report of 1905-06.)

QUEBEC, NEW BRUNSWICK AND NOVA SCOTIA RAILWAY COMPANY.

(Amalgamated with and under the name of the Canadian Northern Quebec Railway Company.)

RED DEER VALLEY RAILWAY AND COAL COMPANY.

(See Annual Report for 1902-03.)

RESTIGOUCHE AND WESTERN RAILWAY COMPANY.

(Now International Railway Company of New Brunswick, which see.)

(See Annual Report of 1905-06.)

SCHOMBERG AND AURORA RAILWAY COMPANY.

(See Annual Report of 1903-04.)

SHUSWAP AND OKANAGAN RAILWAY COMPANY.

(Leased to Canadian Pacific Railway Company.)

(See Annual Report of 1894-95.)

SOUTH NORFOLK RAILWAY COMPANY.

(Operated by Grand Trunk Railway Company.)

(See Annual Report of 1888-89.)

SOUTH SHORE RAILWAY COMPANY (of New Brunswick.)

(See Annual Report of 1896-97.)

SOUTH SHORE RAILWAY COMPANY, QUEBEC.

(Now Quebec, Montreal and Southern Railway Company.)

(See Annual Report of 1904-05.)

ST. CATHARINES AND NIAGARA CENTRAL RAILWAY COMPANY.

(Now Niagara, St. Catharines and Toronto Railway Company, electric.)

(See Annual Report of 1895-96.)

ST. CLAIR FRONTIER TUNNEL COMPANY.

(See Annual Report, 1890-1 and 1891-2.)

ST. GABRIEL DE BRANDON AND STE. EMELIE DE L'ENERGIE RAILWAY COMPANY.

(See Annual Report for 1902-03.)

ST. JOHN VALLEY AND RIVIÉRE DU LOUP RAILWAY COMPANY.

(See Annual Report for 1893-94.)

ST. STEPHEN AND MILLTOWN RAILWAY COMPANY.

(Leased to Canadian Pacific Railway Company.)

(See Annual Reports for 1895-96 and 1900-01.)

STEWIACKE VALLEY AND LANSDOWNE RAILWAY COMPANY.

(Now part of the Dominion Atlantic Railway System.)

(See Annual Report 1895-96.)

ST. LAWRENCE AND ADIRONDACK RAILWAY COMPANY.

(Operated by New York Central Railroad.)

(See Annual Reports for 1893-94 and 1900-01.)

ST. LAWRENCE, LOWER LAURENTIAN AND SAGUENAY RAILWAY COMPANY.

(*Name changed to* LAURENTIAN RAILWAY COMPANY, *by Provincial Act 51-52 Vic., ch. 108*)

(See Annual Report for 1891-92.)

ST. LOUIS AND RICHIBUCTO RAILWAY COMPANY.

(See Annual Report for 1884-85.)

ST. MARY'S RIVER RAILWAY COMPANY.

(See Annual Report of 1905-06.)

TÉMISCOUATA RAILWAY COMPANY—RIVIÈRE DU LOUP TO EDMUNDSTON.

(See Annual Report for 1892-93.)

THOUSAND ISLANDS RAILWAY COMPANY.

(See Annual Reports for 1895-96 and 1901-02.)

TILSONBURG, LAKE ERIE AND PACIFIC RAILWAY COMPANY.

(Leased to Canadian Pacific Railway Company.)

(See Annual Report of 1904-05.)

TOBIQUE VALLEY RAILWAY COMPANY.

(Leased to Canadian Pacific Railway Company.)

(See Annual Report for 1893-94.)

TORONTO, GREY AND BRUCE RAILWAY COMPANY.

(Leased to Canadian Pacific Railway Company.)

(See Annual Report for 1887-88.)

TRANS-CANADA RAILWAY COMPANY.

(See Annual Report of 1905-06.)

UNITED COUNTIES RAILWAY COMPANY.

(Now part of Delaware and Hudson Railroad System.)

(See Annual Report for 1900-01.)

VAUDREUIL AND PRESCOTT RAILWAY COMPANY.

(Leased to Canadian Pacific Railway Company.)

(See Montreal and Ottawa Railway Company.)

WATERLOO JUNCTION RAILWAY COMPANY.

(Operated by Grand Trunk Railway.)

(See Annual Report for 1891-92.)

WESTERN COUNTIES RAILWAY COMPANY.

(*Name changed to* THE YARMOUTH AND ANNAPOLIS RAILWAY COMPANY, *by 56 Vic., ch. 63.*)

(*Name further changed to* THE DOMINION ATLANTIC RAILWAY COMPANY, *by 57-58 Vic., chap. 69.*)

(See Annual Report for 1894-95.)

WEST ONTARIO PACIFIC RAILWAY COMPANY.

(Leased to Ontario and Quebec Railway Company—C.P.R.)

(See Annual Report of 1890-91.)

WOODSTOCK AND CENTREVILLE RAILWAY COMPANY.

(See Annual Report for 1895-96.)

YARMOUTH AND ANNAPOLIS RAILWAY COMPANY.

(See Western Counties Railway Company.)

YORK AND CARLETON RAILWAY COMPANY.

(See No. 605.)

The history of this railway was given in the annual report of 1901-02, with a statement of the subsidies paid up to the close of that year, namely, $18,336.

By the Subsidy Act of 1903, chap. 57, item 61, the grant of a subsidy of $3,200 a mile, with an addition of 50 per cent on average cost in excess of $15,000 a mile, limited to $6,400 a mile, was authorized for a line of railway from the present terminus of this company's railway westerly, 5 miles.

The company having applied for this subsidy, a contract was entered into with them, accordingly, on August 20, 1906.

This railway having been completed, the full subsidy on 4·55 miles, amounting to $14,560, has been paid during the past fiscal year, making the total payments to this company $32,896.

LAND SUBSIDIES.

A number of companies have been aided by subsidies in land, duly authorized by parliament and granted by the Department of the Interior, to whose report reference must be made for information as to their position.

In the annual report of this department for 1895-96 information was given as to a number of these land subsidized companies.

CANALS.

The total expenditure on the Dominion canals for the twelve months ended on March 31, 1908, was $3,221,984.73; comprising, for works of construction, $1,723,156.07; charged to capital, $508,010.19 for maintenance, charged to income, $556,902.83 for staff and $433,915.64 for repairs; the last two items being charged to revenue.

The balance of rentals due on the 1st of April, 1907, was $154,203.32. The rentals accrued during the year amounted to $141,458.75, making a total of $295,662.07. Of this amount, during the year, the sum of $126,873.70 was collected. The amounts due for rents on the 31st of March, 1908, was $166,420.61.

The total net revenue collected amounted to $144,882.13, the balance being from wharfage dues, fines, &c. No tolls are charged on any of the Dominion canals.

Summaries of these expenditures and receipts will be found in the statements furnished by the accountant of the department, printed in the appendices, Part I., of the present report.

The above figures relate to the fiscal year 1907-08, but very voluminous statistics relating to the canal traffic, and various commercial statistics for the season of navigation of the year 1907 will be found in the 'Canal Statistics,' which are issued as a separate report.

The principal facts of these statistics, summarized, are as follows :—

The total traffic through the several canals of the Dominion for the season of 1907 amounted to 20,543,639 tons, an increase of 10,020,454 tons compared with the previous year. 279,199 passengers were carried, an increase of 22,699.

The following features of the principal canal traffic during the season of 1907 will be of interest:—

On the Welland Canal 1,614,132 tons of freight were moved, an increase of 402,165 tons, of which 947,303 tons were agricultural products, an increase of 206,815 tons, and 170,097 tons produce of the forest; of coal 267,212 tons were carried; 1,223,968 passed eastward, and 390,164 tons westward. 1,604,321 tons were through freight, of which 1,214,544 tons passed eastward.

Of the through freight, Canadian vessels carried 736,840 tons, an increase of 129,060 tons, and United States vessels 867,481 tons, an increase of 284,479 tons.

The total through freight passed eastward and westward through this canal to United States ports was 396,657 tons; an increase of 75,226 tons compared with the year 1906.

The quantity of grain passed down the Welland and St. Lawrence Canals to Montreal was 635,573 tons, an increase of 230,638 tons compared with the previous year; of this none was transhipped at Ogdensburg, as against 40,641 tons transhipped in 1903.

The further quantity of 49,124 tons of grain passed down the St. Lawrence canals, only, to Montreal, making the total 684,697 tons.

On the St. Lawrence canals 2,100,466 tons of freight were moved, an increase of 463,444, of which 1,206,824 were eastbound through freight, and 400,433 tons westbound through freight; 824,195 were agricultural products; 741,404 tons merchandise; 359,876 tons coal, and 359,833 tons forest products.

In 1907, 116 cargoes of corn and wheat, aggregating 168,796 tons, were taken down direct to Montreal through the Welland and St. Lawrence canals, as against 84 cargoes aggregating 108,734 tons in 1906; 115 cargoes, aggregating 180,206 tons in 1905; 75 cargoes, aggregating 116,098 tons in 1904, and 74 cargoes, aggregating 99,582 tons in 1903. In 1900 there were only 15 cargoes, aggregating 7,924 tons.

On the Ottawa River canals the total quantity of freight moved was 337,850 tons, a decrease of 59,568, of which 271,257 tons were produce of the forest.

On the Chambly Canal 625,282 tons were moved, an increase of 126,342, of which 482,025 tons were produce of the forest and 80,736 tons of coal.

On the Rideau Canal 82,369 tons were carried, an increase of 210; 30,018 tons being the produce of the forest and 9,993 tons of coal.

On the St. Peter's Canal 73,167 tons were carried, a decrease of 3,160, of which 48,330 tons were merchandise; 36,629 tons of coal.

On the Murray Canal 52,402 tons passed, an increase of 24,675, and 2,926 tons of this were the product of the forest.

On the Trent Valley Canal 69,806 tons were moved, of which 63,128 tons were the product of the forest.

On the Sault Ste. Marie Canal the total movement of freight was 15,588,165 tons, being an increase of 9,014,126 tons carried in 6,349 vessels, the number of lockages being 4,596. Of wheat, 49,397,984 bushels, and of other grain 16,806,490 bushels were carried; 3,109,113 barrels of flour, 10,066,079 tons of iron ore, 2,533,827 tons of coal, and 37,601,546 feet, board measure, of lumber; all of these items show an increase. The total traffic at this point, accommodated by the canals, the American and Canadian, amounted to 58,220,011 tons, an increase of 6,456,680 tons, carried in 20,446 vessels, an increase of 1,715. The total quantity of wheat carried was 98,240,260 bushels, an increase of 13,873,951, and of other grain 37,847,182 bushels, a decrease of 16,517,577. Of lumber the total was 638,315,546 feet, board measure, a decrease of 249,203,652.*

* Continuing the course adopted for some years past, the following facts relating to the traffic passing through both the United States and the Canadian canals at Sault Ste. Marie during the season of 1907 have been compiled from the 'Statistical Report of Lake Commerce' prepared under the direction of Colonel Charles E. L. B. Davis, Lieut. Colonel C. McD. Townsend and First Lieut. Geo. R. Spalding, all of the Corps of Engineers, U. S. Army, a report of the highest value and interest, as indicating the wonderful growth of the north-western section of this continent during the past fifty-two years, since the date, 1855, of the opening of the canal, built at a cost of $1,000,000 by the State of Michigan. (This was the first ship

In connection with the question canal versus railway transport of grain from the west, it may be noted that whereas grain and peas passed down to Montreal through the Welland and St. Lawrence canals to the extent of 635,573 tons, an increase of

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canal, but a small canal with a lock 38 feet long, and 8 feet 9 inches wide, and with a lift of 9 feet, had been built in 1897-98, by the Northwest Fur Company on the Canadian side of the river, for the accommodation of bateaux. In 1855 there were 193 passages of vessels, carrying 14,503 tons of freight. Neither wheat nor other grain formed part of this freight.

The following are the principal features of the operations of the American and Canadian canals during the season of 1907:—

No tolls are charged. All tonnage is net tons of 2,000 pounds.

The season of navigation extended from April 22, to December 15, 1907; the American canals opening on April 23, and closing December 11, and the Canadian canal opening on April 22, and closing on December 15.

The depth of water permitted a safe draught of 19½ feet.

The number of passages of vessels was 20,437, requiring 14,020 lockages.

The total freight passed through these canals during the season aggregated 58,217,214 tons, an increase, compared with previous years of 6,466,134 tons, or 12 per cent: 62,758 passengers were carried, a decrease of 275. It should be observed that, in addition to the freight passing through the canals, 25,000 cords of pulpwood and 1,160,000 feet of logs were taken down through the rapids.

The American canals carried 55,469,464 tons of freight, or 95 per cent of the total, and 26,807 passengers, or 43 per cent of the total.

Canadian vessels carried 5 per cent of the total freight, or 2,747,750 tons, and 57 per cent of the passengers, or 35,951.

The average distance freight carried was 828·3 miles; the total of mile-tons was 48,221,465,547.

The total number of registered vessels using the canals was 879, the same number as in the previous year; in addition to which, 346 passages were made by unregistered vessels. The total valuation of the registered vessels was $110,443,500.

Of the 879 vessels in commission, 761 were American, valued at $102,525,500, and aggregating 1,574,567 registered tons; and 118 were Canadian vessels, valued at $7,918,000, their aggregate registered tonnage being 92,224 tons. 618 were American steamers, valued at $96,878,500, and aggregating 1,389,641 registered tons; and 109 were Canadian steamers valued at $7,648,000, and aggregating 86,440 registered tons. The number of American steamers showed an increase of 21 in number, $14,412,500 in value, and 169,803 in registered tonnage. The number of Canadian steamers was increased by 8, their value by $1,868,000, and their registered tonnage by 20,036 tons. In both cases, the number of sailing vessels was less, but their tonnage and value were greater: the number of sealing vessels were 143 American, valued at 5,647,000 and of 184,926 tons register, and 9 Canadian, valued at $270,000 and of 7,784 tons register. There has been a steady decrease since 1901 in the quantity of freight carried by sailing vessels; the quantity was 21 per cent of the total in 1901, and in 1907, only 9 per cent.

Unregistered American vessels carried 11,574 tons of freight, and unregistered Canadian vessels 18,683.

Out of the 20,437 passages of the season, 2,743 were by 80 vessels of under 100 tons register, the average being 35 tons. They carried a total of 1,813 tons of freight.

Forty-three new vessels were put in commission during the year; all being freight steamers. Of these, 25 are 500 feet or over in length, carrying from 9,000 to 13,800 tons in a single cargo. In the previous year, 44 new vessels were put in commission, of which 32 were 500 feet in length and over.

As showing the development of the principle that it is the large freighter that pays, it is to be noted that while in 1897 there were only 8 vessels capable of carrying between 6,000 and 7,000 tons, and none of greater capacity than 7,000, there were in 1907, no less than 58 vessels capable of carrying from 6,000 to 7,000 tons, 52 from 7,000 to 8,000 tons, 95 from 8,000 to 10,000 tons, 55 from 10,000 to 12,000 tons, and 22 from 12,000 to 14,000 tons; making a total of 282 vessels of a carrying capacity of from 6,000 to 14,000 tons of cargo.

The maximum length of the vessels carrying from 10,000 to 11,000 tons was 550 feet, and the minimum 500 feet, the maximum beam was 54·2 feet, and the minimum 50 feet. The maximum draught was 20 feet, and the minimum 18·6 feet. The maximum length of the vessels carrying from 13,000 to 14,000 tons, was 605·5 feet, and the minimum 600 feet; the maximum beam was 60·2 feet, and minimum 58 feet; the maximum draught being 20·2 feet, and the minimum 19 feet.

The largest single cargo carried by steamer was 13,800 tons, and by sailing vessel 9,408 tons. The greatest amount of cargo carried by steamer during the season was 339,151 tons, and by sailing vessel 152,144 tons. The greatest number of miles run during the season was by steamer, 43,296 miles, and by sailing vessel 27,039 miles. The greatest number of mile-tons was, by steamer, 274,863,249, and by sailing vessel 121,205,504.

Of the 20,437 passages of vessels, 14,091 were through the American canals, in 9,428 lockages, and 6,346 through the Canadian Caual, in 4,592 lockages.

The principal items of freight compared with the previous year were as follows:—

Hard (anthracite) coal 1,506,668 tons, an increase of 495,293 tons, or 49 per cent; soft (bituminous) coal 9,893,427 tons, an increase of 2,165,172 tons, or 28 per cent; flour 6,524,770 barrels, a decrease of 29,420 barrels; wheat 98,135,775 bushels, an increase of 13,864,417, or 16 per cent; grain other than wheat (rye, oats, corn, barley and flour) 43,463,338 bushels, a

230,638 tons, compared with the previous year, the quantity carried to Montreal via the Canadian Pacific and Grand Trunk Railways amounted to 383,735 tons, a decrease of 3,228 tons. Over the route from Depot Harbour on Georgian Bay, Lake Huron, via the Canada Atlantic Railway to Coteau Landing, at the head of the Soulanges

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decrease of 10,879,817 bushels, or 20 per cent; manufactured and pig iron 307,941 tons, a decrease of 83,164 or 21 per cent; salt 46,802 barrels, a decrease of 7,300 or 2 per cent; copper 89,909 tons, a decrease of 17,674 or 16 per cent; iron ore 39,594,944 tons, an increase of 4,237,902 tons or 12 per cent; lumber 649,320 M ft. B.M., a decrease of 251,311, or 28 per cent; building stone 898 tons, a decrease of 5,324 tons, or 86 per cent; general merchandise 1,022,654 tons, a decrease of 112,197 tons, or 10 per cent. No silver ore was carried either in this or in the previous season.

The values of these several items of freight, and the proportionate value each item bears to the whole traffic were estimated as follows:—Coal $34,461,584, or 6·05 of the total value; flour, wheat and other grain $166,834,196, or 29·28 per cent; iron ore $148,481,040, or 26·06 per cent; manufactured and pig iron $23,477,240, or 4·12 per cent; copper $27,887,290, or 4·89 per cent; lumber $14,934,360, or 2·62 per cent; salt $315,602; building stone $10,776, and general merchandise $153,398,100; these last three items aggregating 26·98 per cent.

The total value of the freight carried was $569,830,188, the average value per ton being $9.79.

The east-bound traffic from Lake Superior aggregated 45,544,319 tons, and was chiefly iron ore, wheat and other grains, flour and lumber.

To Lake Michigan ports 4,567,018 tons were taken; American vessels carried 4,558,102 tons from American to American ports, and 8,916 tons from Canadian to American ports; no freight was carried in Canadian vessels.

To Lake Huron, the total freight was 1,357,745 tons; American vessels carried 195,196 tons from American to American ports, 41,422 tons from American to Canadian ports, and 6,401 tons from Canadian to American ports. Canadian vessels carried 998,357 tons from Canadian to Canadian ports, 26,295 tons from Canadian to American ports, and 90,054 tons from American to Canadian ports

To Lake Erie, the total freight was 38,955,071 tons. American vessels carried 38,463,262 tons from American to American ports, 9,742 tons from American to Canadian ports, and 275,348 tons from Canadian to American ports. Canadian vessels carried 6,363 tons from Canadian to Canadian ports, 200,356 tons from Canadian to American ports, and none from American to Canadian ports.

To Lake Ontario, the total freight was 664,485 tons. American vessels carried 52,849 tons from American to American ports, 106,008 tons from American to Canadian ports, and 4,295 tons from Canadian to American ports. Canadian vessels carried 459,014 tons from Canadian to Canadian ports, none from Canadian to American, and 42,319 tons from American to Canadian ports.

The west-bound traffic to Lake Superior aggregated 12,672,895 tons; coal was the principal item, 11,300,095 tons being carried; general merchandise, salt, and manufactured iron made up the balance.

From Lake Michigan ports, the total freight was 118,403 tons; American vessels carried 64,253 tons from American to American ports, and 7,461 tons from American to Canadian. Canadian vessels carried 46,689 tons from American to Canadian ports.

From Lake Huron, the total freight was 361,191 tons. American vessels carried 48,855 tons from American to American ports, 7,231 tons from American to Canadian, and 1,110 tons from Canadian to American ports. Canadian vessels carried 289,576 tons from Canadian to Canadian ports, 14,419 from Canadian to American, and none from American to Canadian ports.

From Lake Erie, the total freight was 12,048,987 tons. American vessels carried 10,272,766 tons from American to American ports; 1,323,871 tons from American to Canadian, and none from Canadian to American ports. Canadian vessels carried 4,428 tons from Canadian to Canadian ports, none from Canadian to American, and 447,922 tons from American to Canadian

From Lake Ontario the total freight traffic amounted to 144,311 tons; American vessels carried 22,353 tons from American to American ports, none from American to Canadian, and none from Canadian to Canadian ports. Canadian vessels carried 115,098 tons from Canadian to Canadian ports, none from Canadian to American, and 6,860 tons from American to Canadian ports.

The total east and west-bound commerce between Lake Superior and the four lakes named was as follows:—With Lake Michigan 4,685,424 tons; with Lake Huron 1,718,936 tons; with Lake Erie 51,004,058 tons; with Lake Ontario 808,796 tons.

The total amount paid for freight transport was $38,457,345.

The transportation charges, including loading and unloading, on the principal items, based on the quantities carried, were at the following rates: coal, $0·31 per ton; flour, $0·20 per barrel; wheat and other grain, $0·019 per bushel; manufactured iron, $1.80 per ton; salt, $0·12 per barrel; copper, $1.40 per ton; lumber, $2,50 per M. ft. B.M.; iron ore, $0·67 per ton; building stone, $1,50 per ton; general merchandise, $2 per ton.

Of the total transporation charges, those on coal amounted to $3,534,029.45; on flour to $1,304,954; on wheat $1,864,579.73; on grain other than wheat, to $825,803.42; on manufactured iron, to $517,563; on lumber, to $1,623,300; on iron ore, to $26,528,612.48; and on general merchandise to $2,045,308.

The transportation charges averaged 0·080 of a cent per ton per mile. The average cost per ton was 66 cents.

Canal, thence by barge to Montreal, in the season of 1903 the total freight carried was 315,779 tons; 109,937 tons were corn and 175,954 wheat; in 1904 the total freight carried was 209,260 tons; 61,675 tons were corn and 137,338 tons were wheat. In 1905 the total freight was 254,378 tons; 54,272 tons were corn and 168,966 tons were wheat. In 1906 and 1907 no transhipment business was done; the grain having been brought down to Montreal by rail.

The quantity of grain carried to tidewater on the New York State canals was 239,844 tons, a decrease of 54,622 tons, while the quantity carried by the railways of the state to tidewater amounted to 3,845,845 tons, a decrease of 96,926.

Of the total eastbound and westbound freight carried by the state of New York canals (the Erie, the Champlain, the Black River, the Cayuga and Seneca and the Oswego), and the competing railways (the New York Central and the Erie Railway) respectively (amounting in 1907 to 87,576,785 tons more by 5,332,563 tons than in 1906, the proportion carried by the canals has fallen steadily from 68·9 per cent in 1859 and 47·0 per cent in 1869, to 6·8 per cent in 1898, 7 2 in 1899, 5·2 in 1900, 5·1 in 1901, 5·5 in 1902, 5·6 in 1903, 4·6 in 1904, 4·5 in 1905, 4·5 in 1906, and 4·2 in 1907. These canals carried, in 1905, 3,540,907 tons, an increase of 314,011 tons.

The enlarged Erie Canal, between Buffalo and Albany, is 350½ miles long; comprises 72 locks, 110 x 18 feet, with a depth of 7 feet of water, accommodating, as a maximum, vessels of 240 tons burden. The original canal was completed in 1836, and the enlargement in 1862. The total cost of construction was $51,609,200.

By means of the enlarged Canadian canal system and the intermediate waterways a minimum depth of fourteen feet of water from Lake Superior to the head of the ocean navigation at Montreal is afforded; the smallest locks being 270 feet in length and 45 feet in width, intended, for the purpose of ordinary traffic, to accommodate vessels 255 feet long and 44 feet beam.*

The through route between Montreal and Port Arthur, on the west shore of Lake Superior, open as a 14-foot navigation, comprises 73 miles of canal, with 48 locks, and 1,150 miles of river and lake water, or a total of 1,223 miles. From Montreal to Duluth, at the southwest of Lake Superior, the total distance is 1,357 miles, and to Chicago, 1,286 miles. A summary of this route will be found in the Chief Engineer's Report, Part II., and further details of the several works in the pages immediately following. At Port Arthur and at Fort William (about six miles apart), the Canadian Pacific Railway gives communication westwards and eastwards, and the Canadian Northern Railway westwards and with the south. A line of railway is being built from these points by the Grand Trunk Pacific Railway to give communication with the Transcontinental Railway.

The approaches to the canals and the channels through the intermediate river reaches are well defined, and are lighted with gas buoys under the control of the Department of Marine and Fisheries, admitting of safe navigation, in the hands of

* In exceptional cases this length can with certain manœuvering, be somewhat increased, being governed, of course, by the form of the vessel. As a matter of fact, there are vessels now using the canals whose length, over all, is 265 feet, and width of beam 37 feet.

competent pilots, both by day and night. In the cases of the Sault Ste. Marie, the Welland, the Cornwall, the Soulanges and the Lachine, they are well lighted throughout by electricity. The Sault Ste. Marie, the Cornwall and the Soulanges canals are electrically operated. Installations for electrical operation of the Welland Canal and the Lachine Canal are in progress. The Farran's Point Canal is lighted with acetylene gas.

During the year, the work of deepening and widening the upper entrance to the Sault Ste. Marie Canal has been carried on, the object being to afford a depth of 21 feet 5 inches of water below extreme low water mark, a much needed provision in view of the size and draught of the vessels plying on the great lakes in the present day. This improvement will admit of the full use of the capacity of the lock itself.†

On the Welland Canal, the work of installation of machinery and appliances for the electrical operation of the lock gates was placed under contract. A considerable increase in the traffic through the canal is reported. The elevator at Port Colborne was practically completed before the close of the year.*

On the Ontario St. Lawrence Canals, considerable work was done during the year in the way of dredging out and cleaning up the upper entrance of the Galops Canal, the removal of shoals in the river west of that point, and the cleaning up of the new north channel, further west. The channel through the Galops Rapids has been buoyed out by the Department of Marine and Fisheries, under whose control it has now been placed. An automatic gauge on the north pier at the lower entrance of the north channel serves to indicate the depth of water available from time to time in the channel, for the information of those desirous of running the rapids.

Under authority of orders in council, dated Dec. 24, 1906, and Oct. 14, 1907, the Beauharnois Canal, on the south side of the River St. Lawrence, being no longer required for the purposes of navigation for which it was constructed, has been leased for the development of electrical power for industrial enterprises. The lease, dated Dec. 10, 1907, is for a period of 21 years, dating from January 1, 1908, with option of renewal for two further like terms. The rental is $12,000 a year. By this action, the considerable expense of maintenance and operation of the work is saved, and it is made productive of pecuniary advantage, through the rental derived. The dyke along Hungry Bay, which was not comprised in the lease, has demanded considerable work in the way of repairs: measures are being taken for its permanent protection.

On August 29, 1907, the cantilever bridge in course of construction over the River St. Lawrence above Quebec, collapsed with such suddenness that its fall unhappily involved a heavy loss of life amongst the various workers engaged on the structure at the time. Immediate steps were taken to ascertain the cause of the accident, and to place the responsibility for it justly.

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† The elevation of the bottom of the Canadian lock is three inches lower than the American; thus affording, at all stages of the river, three inches greater depth of water for navigation.

* Though not coming within the scope of the fiscal year, it may here be stated that the operation of this elevator commenced on the 5th of October, 1908, the first cargo being then unloaded into it.

Under authority of an order in council, dated August 31, 1907, a Commission was appointed to investigate, under oath, and to report on all matters incidental to the collapse of the bridge. This Commission consisted of three members, namely,Messrs. Henry Holgate, C.E., J. G. G. Kerry, C.E., and Professor Galbraith.

After an exhaustive investigation, the Commissioners prepared a voluminous report, full of details, and illustrated with plans and photographs. This report was submitted on February 20, 1908, and was laid before Parliament last Session. It is a public document, and speaks for itself. I do not conceive it to be any part of my duty to do more than state the above facts. The history and nature of the undertaking, and the financial assistance given to it by the Government, will be found set out, in brief, in the pages of my report dealing with railway subsidies, under the heading 'Quebec Bridge and Railway Company.'

On the Lachine Canal, the south locks of the canal at the entrance have been rebuilt at the cost of income, and the walls of certain of the basins and other parts of the canal have been in part reconstructed; the material used being concrete. These works form a very desirable and lasting improvement to the canal.

An improved system of dealing with the various materials used on the Quebec canals has been instituted; the object of which is to check and control expenditure in this direction.

On the Rideau canal, the freshets in the spring of the year 1907 did considerable damage, necessitating heavy repairs. The exceptional dryness of the summer resulted in a lowering of the level in lower Rideau lake, entailing unavoidable inconvenience to navigation.

The maintenance and operation of the Trent canal now extends from Healy's Falls, about 16 miles below Hastings, to Lake Simcoe. From Healy's Falls to Orillia on Lake Simcoe the distance is 160 miles. A lighthouse was erected on this lake at the entrance to the canal, and at various points on the canal lighthouses were built. The several works taken over from the Ontario government in 1906, controlling the supply of water from the back lakes were repaired, and, in some cases, rebuilt. On the 6th of July, 1907, the formal opening of the Kirkfield hydraulic lift lock took place, thus completing the link between Balsam Lake and Lake Simcoe; the various settlements on which are thereby placed in direct communication with the districts traversed by the Trent canal.

On the section between Balsam and Cameron Lakes known as the 'Rosedale section,' a new lock, dam and short canal have been placed under contract. The new lock will be of the same dimensions as those of the Ontario-Rice Lake division, and will take the place of the present old wooden lock, which is only about 29 x 100 feet.

Contracts have been entered into for the construction of a canal from Cook's bay at the south end of Lake Simcoe up the Holland river to Holland Landing, a distance of 8½ miles, thence to Newmarket, a further distance of 4⅓ miles.

On the Ontario-Rice Lake division, which extends from Trenton, Lake Ontario, to Rice Lake, a distance of 58 miles, four out of the seven sections into which the work has been divided have been placed under contract during the past year, namely, section 1, from Trenton to Glen Millar, 4¼ miles; section 2, from Glen Millar to Frankford, 4½ miles; section 3, from Frankford to a point 3 miles west of Glen Ross, 7½ miles; section 5, from Campbellford to Crow Bay, 3 miles. The rise to be overcome in 369 feet. All works will be built of concrete and the locks will have 8 feet 4 inches of water on the sills, and be 175 feet long by 33 feet wide. The several short canals and the intermediate river reaches will have a depth at normal level of nine feet. Much submarine rock and earth excavation will be required throughout this division.

Good progress has been made on sections Nos. 1, 3 and 5.

The field work of the surveys for a route between Lake Simcoe and Georgian bay via Kempenfeldt bay, at the southwestern end of that lake, and the River Nottawasaga, was completed in the early part of the summer of 1907, and the office work of digesting the information obtained and of preparing the necessary plans and profiles was well advanced towards completion at the close of the fiscal year. This is an alternative route to that via the River Severn.

General plans, profiles and estimates, &c., of the proposed improvements to the east branch of the Welland river from Newmarket to Aurora, and of the west branch of the same river to Schomburg were completed, together with detailed plans of structures for the west branch.

GENERAL OBSERVATIONS.

The Act of 1907, chap. 23, establishing a fund to be known as 'The Intercolonial and Prince Edward Island Railway Employees' Provident Fund' came into effect on the 1st of April, 1907. The main feature is that a contribution of 1½ per cent of each month's salary and wages will be made by each employee to the fund, to which a like amount will be added by the railway. Interest at 3 per cent per annum will be allowed on the employee's contribution. On retirement, after a certain length of service, the employee will receive for the rest of his life a monthly allowance for each year of his service, equal to 1½ per cent of his average monthly salary or wages for the preceding eight years; the mimimum allowance to be $20 a month, and the maximum ⅔ of his said average monthly pay. The fund is administered by a board of five persons, the general manager, two others approved by the Minister and selected from the chief officers of the railway, and the remaining two elected annually by the contributing employees.

During the past fiscal year the contributions of the railway employees amounted to $82,707.74, and a like contribution by the railway brought the total funds up to $165,415.48. The total expenditure was $27,760.63, leaving a balance of $137,654.85. Adding to this the interest allowed on the employees' contributions, the total at the credit of the fund on the 31st of March, 1908, was $139,249.21. It had been forseen that the expenditure, in the early years of the operation of the scheme, would be

considerably less than the receipts; a rapid increase of expenditure, however, must be looked for as time goes on.

In the course of the past year 142 employees have been retired from the service and placed on the fund. Of these, 11 have died, leaving the number of those enjoying the allowance at the close of the year 131.

The benefits to the employees so retired, and also to the railway itself, are great; the employees find faithful service recognized by a provision for their old age or disablement, and the railways gain in the removal from the sphere of active work of those no longer fitted to perform it. To this must be added the moral effect produced on the whole body of men employed by the consciousness that good conduct on their part will ensure them provision for their future needs.

The congestion of traffic to which I referred in my report of last year as seriously affecting the railway companies both of Canada and of the United States, and taxing the best efforts and ingenuity of the railway officials to meet the difficulties resulting from it, has not been felt during the past year. In fact, the reverse has been the case, and the supply of rolling stock has been much in excess of the public requirements. This is not altogether a matter for congratulation, being due to the financial depression, with its consequent reduction in the movement of goods, that has characterized both countries, and from which they are but slowly recovering.

The above remark covers, also, the feature to which I had drawn attention, the retention for unreasonable time on United States railways of the Intercolonial Railway freight cars. As a corollary of reduced traffic, the difficulty has, at all events temporally, disappeared. I may add that on March 1, 1908, the rate of fifty cents per diem charged for car rental was reduced to twenty-five cents by the American Railway Association, of which the Intercolonial, and the principal railways of Canada and the United States are members; being bound by its car service and per diem rules.

I repeat here my observation, made in my last report, with regard to Sunday traffic :

'A very important feature of difficulty in railway operation as regards the movement of freight results from the statutory provision known as the "Lord's Day Observance Act," being the Act of 1906, chap. 27. Speaking from the point of view of the Intercolonial only, I may say that the effect of this enactment is to reduce the working capacity of the locomotive and rolling stock of the road by about one-eighth, through enforced idleness, and further to increase, by a proportional amount, the demands on the service on week days to make up for this period of inaction.

'In the case of the canals, it has been found absolutely necessary, season after season, to keep them open on Sundays towards the close of the year, in order to meet the requirements of an ever-increasing traffic.

'The question is, no doubt, one of considerable complication, and will, some day, as the difficulty becomes more accentuated, demand a modification of the restriction.'

By a recent Order of the Board of Railway Commissioners for Canada, a considerable alleviation of the situation has been reached, and a reasonable right of movement of freight has been accorded to railway companies; this Order being in pursuance of powers conferred on the Board by the Act in question.

In my report of last year, I drew attention to the fact that while performing the work of providing special train service for the transport of European mails, and being debited with the cost entailed, the Intercolonial Railway receives no portion of such cost from the Post Office Deparment.

The distances run last year by these special fast trains aggregate a total of 53,233 miles; and on the basis of the Grand Trunk Railway charges for this class of train, $2 per mile, the amount that would have had to be expended by the Post Office Department for this service, if performed by other than the Government road would be $106,466. Not only did the Intercolonial receive no portion of these legitimate earnings; but has itself to bear the whole cost of the service.

At all events, this unfair position should be borne in mind when regarding the aggregate expenditures on the railway, year by year.

The question of the freight rates on the Intercolonial calls for early consideration and action, and, to this end, I have made comparison between these rates and those in force on the Grand Trunk Railway.

The general freight tariff in use on the government system of railways was approved of by an order in council of November 19, 1897; that of the Grand Trunk Railway by a like order of June 9, 1900.

For the purpose of comparison, the rates for distances of 100 miles and 250 miles, respectively, have been worked out. It is assumed that the 100-mile distance rate reaches the ordinary every day small shipper; the 250-mile distance is the average haul of each ton on the Intercolonial, and is probably not far wrong for the Grand Trunk Railway. The Intercolonial average rate is 80 per cent of the Grand Trunk for the 100-mile distance, and for the 250-mile haul, 72 per cent.

On the 29th of May, 1906, authority was secured by order in council to increase the maximum standard freight tariff on the government system of railways, but this order has not, so far, been brought into force. The effect of the increase would be to add to the 100-mile haul about 8 per cent, and to the 250-mile haul 12½ per cent; or, in other words, it would not call upon the customers of the railway to pay quite as high rates as are granted by the Grand Trunk Railway to competitive distributing centres.

The commodity rates, and special rates for specific articles are, in like manner, very much lower than on any of the corporation-owned railways.

I do not think that the rates on the corporation-owned railways are high. The sworn statement returns do not show any undue earnings, and I am convinced if these railways were forced to accept the rates in force on the government system of railways it would mean the insolvency of every one of them.

The cost of all the material required for maintenance and operation of the railway is steadily increasing; wages of all the men are also steadily increasing, and, in addition, the conditions under which the men work are being made more favourable

for the employees. This is in common with the general improvement of the condition of labour all over the country; the labouring man is steadily improving the conditions under which he works. Urgent demands for greater facilities all along the line are constantly made, and are well nigh irrestistible; faster freights and quicker despatch are a necessity to meet the demand of customers.

It is, therefore, in my opinion, necessary that the authorized rates be put in force to meet the increased obligations entailed on the Intercolonial.

The revival and expansion of the Canadian ship building industry, long dormant, on the great lakes, is a highly gratifying feature of the present day. Heretofore the sources of supply of the vast fleet of huge steel vessels plying on these waters have been the United States, England and Scotland. Canadian shipyards, notably those of Collingwood on the Georgian Bay, Lake Huron, are now awakening to the great possibilities before them, and a number of large steel vessels adapted for carrying 200,000 to 300,000 bushels of wheat have been built in them. At Collingwood, too, there has been built a fast and luxuriously fitted steamer for the route between Sarnia, Port Arthur, Fort Wiliam and Duluth, to be run by the Northern Navigation Company in connection with the Grand Trunk and Grand Trunk Pacific Railways. Her dimensions are: Length, 365 feet, and 50 feet beam, with 27 feet moulded depth. She will carry 400 first-class and 70 second-class passengers, and 3,000 tons of freight. The development of this industry means much for Canada.

The question of enlarging the Welland canal is passing beyond the stage of mere tentative suggestion, and assuming the position of a need voiced by many practical business men, composing boards of trades in important cities, from Halifax to Vancouver,* who being fully acquainted with the immediate conditions of traffic on the lakes, and capable of wisely prognosticating the expansions of trade and commerce between the east and the fast-growing west are urging that no time be lost in providing better means of water communication between Lake Superior and Lake Ontario.

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* Resolutions urging enlargement have been sent to the department by 27 Boards of trade and other commercial bodies, including the Dominion Marine Association and the Grain Produce Exchange of Winnipeg.

The following extract from these resolutions will show the attitude of the applicants:

"* * * * * * * * the enlargement and improvement of the Welland canal is a matter of the most urgent importance to Canada, both as a means of reducing the cost of transportation of grain and other export products from the interior to tide-water, and also as a means of making the St. Lawrence route the highway which it should be, not only for the export commerce of the Dominion, but also for that of the central and northern portion of the United States.

"That at present the route from the head of the lake to the sea board via Buffalo and New York enjoys a great advantage in the cheapness with which grain can be carried from western lake ports to Buffalo in large vessels of 10,000 tons and over; that that advantage will be further increased by the enlargement of the Erie canal which has been undertaken, whereby barges of 1,000 tons will replace those of 250 tons now in use on the second portion of this route; and that under existing conditions the Canadian route via the Welland canal cannot possibly complete with that via Buffalo and New York, even if Port Colborne harbour is improved so as to provide the same facilities for storage and transshipment as are now available at Buffalo, because additional difficulties and expenses are entailed in providing for the navigation of the second part of the route which includes, with the Welland canal and the St. Lawrence, the broad exposed waters of Lake Ontario.

"That on the other hand if the Welland canal is enlarged and improved so as to permit these large vessels of the upper lakes to extend their voyages to the full length of deep water at or below the foot of Lake Ontario, the longer haul of the large cargoes in unbroken bulk will place the advantage decidedly with the Canadian route.

"That the comparative facilities will then be:—By the New York route, a steamer of 10,000 tons for 900 miles to Buffalo, and a barge of 1,000 tons for 450 miles to New York;

The canal accommodation at the Sault Ste. Marie, ample as it was but a few years ago, with one small lock (increased in 1896 to three and they the largest in the world), is already regarded as calling for further provision. With a commerce amounting in season of 1907 to 58,217,214 tons; with a fleet of 879 vessels plying on these upper waters, 302 being of 5,000 to 14,000 tons capacity, and 77 steamers of over 10,000 tons, and with a steady development, year by year, of vast proportions, the policy of a prescient recognition of the requirements of even ten years hence, is no doubt a wise one. In 1897 the freight carried was only 18,982,755 tons, and what the traffic will be in ten years, with the growing Canadian west behind it, can be predicted with large increase of the present figures. The Welland canal, with its system of no less than 25 lift locks, whose dimensions are no more than 270 feet in length by 45 feet in width, with but 14 feet of water on the sills, and a canal prism so narrow as to compel severe restrictions on speed, is the only means of further approach to the sea.

A vessel of 255 feet in length and 44 feet beam, the dimensions to which vessels using the Welland canal are practically restricted, has a very limited carrying capacity,** and to make a remunerative voyage from Lake Superior western ports to Lake Ontario eastern ports vessels should be capable of carrying 7,000 to 10,000 tons.

The growing importance of water transport in Canada is shown by the fact that the total quantity of freight carried on the Dominion canals for the season of 1907 was 20,543,639 tons, an increase over the previous year of 10,020,454 tons, or 95·2 per cent. This addition was largely at the Canadian Sault Ste. Marie canal, where the 6,574,039 tons of 1906 was increased to 15,588,165 tons in 1907.

The quantity of freight that passed down the Welland Canal from points west of the canal to Montreal was 789,167 tons, as against 479,442 tons in 1906; of this.

By the Canadian route, a steamer of 10,000 tons for 1,100 miles to the east end of Lake Ontario, and a barge of 2,000 tons for 170 miles to Montreal.

"That the comparative cost of transportation would then be:—

	Per Bushel.	
From foot of Lake Erie. Buffalo to New York, including terminals		4·90c
Improved Welland canal from Port Colborne to foot of Lake Ontario	·50c	
From there to Montreal by river barge, including transhipment and all other terminals	1·625c	
Additional insurance via St. Lawrence	·25c	2·375c
Balance of cost in favour of the St. Lawrence route		2·525c

'That the above comparisons establish the complete supremacy of the proposed improved Canadian route.

"That the saving in cost of transportation means a corresponding saving to the producer of the grain of two and one-half cents on every bushel; and that on a crop of 75,000,000 bushels the saving would be at least $1,875,000.

"That no other proposed route shows so effective a method of reducing the difference between the price paid by the consumer for our products and the price realized by the producer; That no other route offers the same opportunity to retain Canadian trade and at the same time to invite trade from the United States into Canadian channels; That no other route is so feasible, and no other is so easily within our means.

"That what is to be avoided is the frittering away of our national resources on works which cannot, within practicable cost, accommodate vessels of the size necessary to accomplish national results in the conditions of existing and further business.

"Be it therefore further resolved:

"That in the opinion of this Board of Trade, the work of enlarging and improving the Welland canal should be undertaken by the Dominion government without further delay."

** A cargo of 2,440 tons of wheat has gone through the Welland canal in a propeller whose length is 260 feet, and beam 43 feet, drawing 14·2 feet of water.

635,573 tons were grains. One hundred and two Canadian and 14 American vessels business men, composing boards of trades in important cities from Halifax to Vantook their grain cargoes, 6,168,796 tons, to Montreal without transhipment, against 108,734 tons carried in 74 Canadian and 10 American vessels in 1906. The quantity of grain carried down the Welland canal to Kingston and Prescott was 840,890 tons. The Grand Trunk and Canadian Pacific Railways carried to Montreal 383,735 tons of grains, a decrease, compared with the previous year, of 3,228 tons. It will be clear from the above that the use of water transport for certain classes of commodities, where it is available, is becoming more and more commercially desirable from the economic point of view.

Being unable, in face of the patent facts before me and the demands put forward by the shipping, forwarding and trade interests of the country, to do otherwise than contemplate the possibility of the decision being reached to enlarge the Welland canal, I desire here to express my personal opinion as to the features that should, and probably must, govern the execution of such a scheme, if undertaken, so that there may be no misunderstanding as to the extent of the work involved, and so that those advocating it and those concerned in the decision as to its adoption may realize its full import.

The dominant factors to be considered are threefold. (1) The extent of accommodation to be provided; (2) the time to be consumed in passage, and (3) the cost of the work.

As to the first point, the larger class of vessels of from 500 to 600 feet in length using the Sault canals, should be provided for on an enlarged Welland. The depth of the water should be 25 feet in the reaches and not less than 22 feet on the lock-gate sills; further, the canal prism should be widened.

The question of saving time in passage is one of great importance.

It is essential to speed that a certain amount of water should at all times be under the keel of the vessel, and that the width of the water way should be greater than is requisite for slow-moving vessels. It is further essential that the number of locks should be as limited as possible; this can only be attained by increasing their lift or drop. The multiplicity of locks on the present canal is not only an unavoidable source of great delay in passage, but each separate work is itself a possible source of delay, the extent of which cannot be foretold, through accident due to the breaking of its gates. The present number of lift-locks is twenty-five.

By widening the canal prism to about two and a half times its present width, and increasing its depth to 25 feet, vessels could pass through at two-thirds of full speed. The number of lift-locks might be reduced to seven; their lift to be 25 feet. This would greatly reduce the normal delays, and would also minimize the risk of delay through accident.

With the above measures of accommodation, the passage through the canal, which now consumes an average of 15 hours in the case of a loaded vessel of full canal size, could be effected in about seven hours.

With regard to the cost of such works as those above outlined, it is impossible, in the absence of the necessary surveys, to make any reliable estimate.

The time to be consumed in their execution should not, with modern appliances, exceed five years.

I have made the foregoing observations as a means of readily reaching a large number of people desirous of information, but with whom verbal or written communication on the subject is impracticable, and not as prematurely and gratuitously either advocating or deprecating the project.

While making these remarks I am not unmindful of the claims to consideration due to the Montreal, Ottawa and Georgian Bay Canal project; the economic and commercial aspects of which should be carefully looked into before it is undertaken.

In the case of this canal, however, not only is the work one of great magnitude and cost, but even under the most favourable conditions, many years would be required to complete it, and, meanwhile, the demands for better water accommodation between the west and east must remain unmet.

In an enlarged Welland canal, the existing canal would itself facilitate construction, and progress would be comparatively rapid, resulting in early completion; while the cost would be but a fraction of that entailed by the larger scheme. Both projects are, no doubt, desirable of execution, and both will probably, some day, be realized; the minor one is, however, urgent.

In dealing with this question of canal enlargement in its prospective bearings, there is a very natural tendency to keep before the mind the enormous figures that represent the canal traffic at the Sault Ste. Marie, to which I have above very briefly referred, or the commerce of the Detroit river, which is considerably greater even, being, in 1907, 71,226,895 tons, and to conclude that a considerable portion of this could, if better means of access were provided, be diverted to the River St. Lawrence and so to the sea via Montreal. This conclusion, however, would be erroneous.

The eastbound traffic of the Sault is mainly in ores destined for Cleveland and Pittsburg. Of the total water borne traffic originating in Lake Superior, it is probable that 95 per cent would never seek the sea, but would be absorbed, as now, in the great manufacturing and milling districts bordering on Lakes Michigan, Huron and Erie.**

It is, at the same time, however, to be borne in mind, when dealing with such enormous figures as those of the eastbound traffic from Lake Superior, that even five per cent of the traffic would itself reach to a high figure, amounting on, say, 60,000,000 tons to 3,000,000 tons; while during the season of 1907, the traffic from points west of the Welland canal to Montreal aggregated only 789,167 tons, of which 635,573 tons were grains.

** Of the total freight passed through the Sault Ste. Marie canals during the season of 1907, 58,217,214 tons, the quantity passed east was 45,544,319 tons, and comprised 39,594,944 tons of iron ore, 1,105,811 tons of lumber, of wheat, 2,944,073 tons; 995,051 tons of other grain, and 687,102 tons of flour.

Water transport comprises much more than the mere conveyance of goods. It is the great controller and restricter of freight charges as against its competitor the railway, and, by this control, the producer and the consumer and the several interests lying between them all profit.

Meantime, pending determination as to the enlargement of this canal, and its execution, if it be decided to carry it out, we have in the now completed grain elevator at Port Colborne—the machinery equipment of which is competent to handle 2,000,000 bushels, though the storage capacity of its bins is, at present, limited to 800,000 bushels—the best available means of utilizing such facilities as the present canal affords, and so tending to prevent the diversion to other routes of the traffic which Canada may reasonably expect to attract to her own waterways.

The digest of the sworn statements of railway companies relating to their operations in Canada for the twelve months ended June 30, 1908, is now prepared by the Departmental Comptroller of Statistics, and is issued as a separate report. It contains a mass of highly important and interesting information on the subject, in its various phases.

The traffic statistics of the Dominion canals for the season of navigation of 1907 are compiled under the direction of the same officer, and are also issued as a separate report. They will be found of much value, as indicating the nature and extent of the water-borne traffic on the Canadian inland waters.

I have the honour to be, sir,

Your obedient servant,

M. J. BUTLER,

Deputy Minister and Chief Engineer of Railways and Canals.

PART I

STATEMENTS OF THE ACCOUNTANT

No. 1.

STATEMENT showing the amount expended by the Department of Railways and Canals, Dominion of Canada, during the Fiscal year ended March 31, 1908.

Name of Work.	Chargeable to Capital.	Chargeable to Income.	CHARGEABLE TO REVENUE.	
			Staff.	Repairs.
CANALS.	$ cts.	$ cts.	$ cts.	$ cts.
Beauharnois		2,260 81	7,032 31	13,019 76
Carillon.. Grenville..		1,387 35	23,019 45	9,775 35
Chambly	157 90	34,264 31	28,375 21	30,627 72
Cornwall	9,897 90	11,270 83	73,651 90	35,708 68
Lachine	203,307 25	92,362 48	74,222 78	70,427 37
Murray		37,334 70	4,244 42	2,953 23
Rideau		42,903 03	44,875 16	55,090 45
Sault Ste. Marie	140,433 22		20,345 38	23,206 00
Soulanges	50,634 01	4,245 18	28,988 36	35,687 11
Ste. Anne		2,501 42	2,248 29	1,693 63
St. Lawrence—North Channel	40,500 00			
St. Lawrence—Galops Channel	4,862 30			
St. Lawrence—Removal of shoals upper entrance Galops Canal	8,114 47			
St. Ours		3,338 79	2,894 76	2,121 43
St. Peter's			3,371 13	942 64
Trent	343,176 05	96,315 87	32,826 38	33,382 94
Welland	806,760 46	138,430 19	108,101 56	78,460 40
Williamsburg—Galops	100,312 81	16,635 15	19,441 86	18,563 82
Total	1,708,156 37	483,250 11	473,638 95	411,660 53
GENERAL ON CANALS.				
Dredge vessels—Lachine				7,297 44
Dredge vessels—Rideau				10,458 20
Miscellaneous			2,175 46	499 47
Salaries and contingencies, canal officers			32,544 39	
Sunday labour			29,449 80	
Surveys and inspections		1,864 48		
Quebec Canals—Maintenance			19,094 23	
Quebec Canals—Remarking boundaries		2,479 70		
Quebec Canals—To build dump scows		4,494 90		
Quebec Canals—To purchase cement	14,999 70	15,921 00		4,000 00
Total	14,999 70	24,760 08	83,263 88	22,255 11
RAILWAYS.				
Intercolonial	4,363,494 01		9,157,435 53	
National Transcontinental	18,910,449 41			
Prince Edward Island	390,461 83		399,947 79	
Windsor Branch			37,912 11	
Canada Eastern	19,000 00			
Total	23,683,405 25		9,595,295 43	

NOTE.—Up to and including the year 1906 the Fiscal year ended June 30th, after which the closing date is March 31st.

STATEMENT showing the amount expended by the Department of Railways and Canals, &c.—*Concluded.*

Name of Work.	Chargeable to Capital.	Chargeable to Income.	Chargeable to Revenue.	
			Staff.	Repairs.
GENERAL ON RAILWAYS.	$ cts.	$ cts.	$ cts.	$ cts.
Contribution to McGill College		2,500 00		
Railway Statistics		2,963 69		
Railway Subsidies		2,037,629 30		
Governor General's car		642 54		
Railway Commission		123,679 22		
Subscription to Railway Congress, Brussels		97 33		
Surveys and Inspections		45,603 71		
Government Director Grand Trunk Pac. Ry.		2,000 00		
Arbitration and Awards		779 90		
Can. Pac. Ry.—Compensation right of way	600 00			
Total	600 00	2,215,895 69		
MISCELLANEOUS.				
Cost of litigation		5,030 79		
Extra clerks preparing returns to Parliament		155 06		
Salaries of engineers, draughtsmen, &c		36,340 00		
" extra clerks, &c.		3,590 14		
Total		45,115 99		
RECAPITULATION.				
Total on canals	1,708,156 37	483,250 11	473,638 95	411,660 53
" general	14,999 70	24,760 08	83,263 88	22,255 11
Total on canals	1,723,156 07	508,010 19	556,902 83	433,915 64
Grand total canals, $3,221,984.73				
Total on railways	23,683,405 25		9,595,295 43	
" general	600 00	2,215,895 69		
Total on railways	23,684,005 25	2,215,895 69	9,595,295 43	
Grand total railways, $35,495,196.37				
Grand totals railways and canals, including miscellaneous, $45,115.99	25,407,161 32	2,769,021 87	10,152,198 26	433,915 64

Total amount expended, $38,762,297.09.

W. C. LITTLE,

Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 31, 1908.

No 2.

STATEMENT showing the amount expended on Construction, Renewals, Ordinary Repairs and Working Staff of the Canals of the Dominion of Canada, up to March 31, 1908.

ST. PETER'S CANAL.

—	Year ending.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		$ cts.	$ cts.	$ cts.	$ cts.
Government expenditure prior to Confederation	.....	156,523 32	.....	.....	.....
" since " ..	1868	21,519 72	.....	.....	.....
" " " ..	1869	70,719 80	.....	.....	.....
" " " ..	1870	.....	46,193 57	.....	.....
" " " ..	1871	.....	.....	225 36	555 78
" " " ..	1872	.....	.....	280 00	6,122 07
" " " ..	1873	.....	.....	343 32	6,539 58
" " " ..	1874	.....	.....	725 93	1,558 57
" " " ..	1875	20 97	.....	560 00	889 35
" " " ..	1876	11,125 00	.....	641 55	.....
" " " ..	1877	63,330 18	.....	600 00	17 45
" " " ..	1878	26,511 51	.....	600 00	.....
" " " ..	1879	107,337 75	.....	631 50	.....
" " " ..	1880	80,120 54	.....	400 00	.....
" " " ..	1881	69,434 76	.....	959 58	.....
" " " ..	1882	484 00	.....	1,920 54	200 63
" " " ..	1883	.....	.....	2,089 19	232 42
" " " ..	1884	2,471 40	.....	2,601 47	367 85
" " " ..	1885	16,820 15	.....	1,929 11	183 11
" " " ..	1886	2,316 85	.....	2,360 67	297 81
" " " ..	1887	1,087 75	750 00	2,777 13	343 23
" " " ..	1888	.....	.....	3,217 77	1,588 40
" " " ..	1889	.....	500 00	3,085 29	353 38
" " " ..	1890	.....	.....	3,110 15	255 34
" " " ..	1891	972 65	510 53	3,255 30	312 02
" " " ..	1892	14,387 00	30,936 82	3,007 70	1,461 24
" " " ..	1893	811 59	9,987 78	2,938 15	1,856 30
" " " ..	1894	437 05	3,852 21	2,935 94	1,986 70
" " " ..	1895	868 44	26,222 46	2,499 81	353 55
" " " ..	1896	1,455 21	16,743 64	2,182 04	260 90
" " " ..	1897	.....	.....	2,728 38	1 20
" " " ..	1898	.....	111 70	2,785 25	453 85
" " " ..	1899	.....	.....	2,819 86	456 61
" " " ..	1900	.....	.....	2,833 24	1,483 30
" " " ..	1901	.....	2,311 26	2,730 44	841 63
" " " ..	1902	.....	10,014 43	2,939 81	274 44
" " " ..	1903	.....	.....	2,836 49	764 11
" " " ..	1904	.....	.....	3,126 94	122 45
" " " ..	1905	.....	3,000 10	2,969 90	1,095 90
" " " ..	1906	.....	.....	3,239 19	253 65
" " " ..	1907	.....	.....	2,468 78	246 87
" " " ..	1908	.....	.....	3,371 13	942 64
		648,755 64	.....	.....	.....
LESS—Refunds of previous years.....	.....	208 50	.....	.....	.....
Total	.....	*648,547 14	151,134 50	80,726 91	32,672 33

* Expenditure as above..... $ 648,547 14
Less expenditure prior to Confederation 156,523 32

Agreeing with Public Accounts, 1908, page 4..... $ 492,023 82

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 31, 1908.

STATEMENT showing the amounts expended on Construction, Renewals, &c.—*Continued.*

BAIE VERTE CANAL.

	Year ending.	Capital.	Income.
		$ cts.	$ cts.
Government expenditure prior to Confederation			
" since "	1868		
" " "	1869		
" " "	1870		
" " "	1871		17,929 34
" " "	1872		6,399 41
" " "	1873		14,943 83
" " "	1874		4,018 90
" " "	1875		443 00
" " "	1876		110 75
" " "	1877		22 30
" " "	1878		
" " "	1879		
" " "	1880		
" " "	1881		520 00
" " "	1882		
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" " "	1904		
" " "	1905		
" " "	1906		
" " "	1907		
" " "	1908		
Total			44,387 53

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 31, 1908.

SESSIONAL PAPER No. 20

STATEMENT showing the amounts expended on Construction, Renewals, &c.—*Continued.*

LACHINE CANAL.

——	Year ending.	Capital.		Renewals Chargeable to Income.	Staff.	Repairs.
		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Expenditure by Imperial Government	....	40,000 00				
Government expenditure prior to Confederation	....	2,547,532 85				
Government expenditure since Confederation	1868			1,852 70	13,742 05	10,431 51
" "	1869	2,000 00			14,209 02	12,085 84
Cost of original construction and enlargement from 1845 to 1848			2,589,532 85			
Expenditure by Dominion Government	1870				15,834 49	13,302 39
" "	1871			12,231 40	17,478 52	15,093 25
" "	1872	36,708 15			16,076 93	12,384 69
" "	1873	7,824 28		35,158 21	23,601 03	34,300 60
" "	1874	158,618 35			25,811 07	22,828 66
" "	1875	197,420 52			28,592 01	30,057 34
" "	1876	327,769 39			33,797 73	29,103 65
" "	1877	1,439,375 73			33,148 86	19,824 33
" "	1878	1,484,619 63			39,062 97	13,646 41
" "	1879	958,053 30			42,338 84	12,400 78
" "	1880	369,566 74			38,950 90	10,223 62
" "	1881	292,165 51			39,027 99	19,888 33
" "	1882	252,821 33		2,978 66	41,158 90	17,116 46
" "	1883	396,496 96		1,859 68	45,554 91	18,199 59
" "	1884	188,266 18			48,624 51	19,683 24
" "	1885	111,215 23			49,004 85	20,199 78
" "	1886	210,509 42			50,969 10	19,199 18
" "	1887	28,772 52		12,981 59	53,113 97	22,567 81
" "	1888	19,414 34		7,996 38	52,229 61	19,999 64
" "	1889	76,032 96		972 71	54,110 67	22,957 71
" "	1890	7,448 03		8,238 46	53,114 34	22,999 38
" "	1891	217 53		16,155 75	50,721 69	36,292 98
" "	1892	87,852 35		27,480 80	52,729 37	67,499 62
" "	1893	445,983 21		50,937 40	53,185 00	51,616 79
" "	1894	64,345 14		17,152 48	60,174 03	40,939 70
" "	1895	189,944 36		32,405 20	56,337 44	25,891 45
" "	1896	184,998 25		8,193 15	58,342 96	24,950 20
" "	1897	282,052 48		14,664 21	57,533 20	25,820 73
" "	1898	216,717 44		819 62	57,282 50	33,391 92
" "	1899	162,351 83		3,103 99	55,990 00	35,776 90
" "	1900	125,009 41		12,210 88	56,791 45	31,988 81
" "	1901	97,305 52		12,072 87	58,364 29	50,005 48
" "	1902	113,328 26		36,249 02	59,435 33	45,853 97
" "	1903	58,426 92		109,893 43	69,762 03	53,054 20
" "	1904	181,487 06		162,705 14	77,233 17	50,660 92
" "	1905	112,460 47		144,996 37	86,209 93	65,202 42
" "	1906	103,798 28		133,518 77	84,708 78	60,064 84
" "	1907	18,840 85		65,872 25	53,308 14	47,465 20
" "	1908	203,307 25		92,362 48	74,222 78	70,427 37
Cost of enlargement	....		9,211,525 18			
Total			11,801,058 03	1,025,063 60	1,951,885 36	1,255,347 69

Total expenditure on capital account as above $11,801,058 03

Less charged to St. Lawrence River Canals, see page 9 ..... $2,950,104 15

Less expenditure by Imperial Government 40,000 00

2,990,104 15

Agreeing with Public Accounts balance sheet, 1908, page 4 ..... $ 8,810,953 88

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA July 31 1908.

STATEMENT showing the amounts expended on Construction, Renewals, &c.—*Continued.*

BEAUHARNOIS CANAL.

——	Year ending.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		$ cts.	$ cts.	$ cts.	$ cts.
Government expenditure prior to Confederation		1,611,424 11			
" since " "	1868		63,193 75	9,349 99	6,216 98
" " " "	1869		55 00	9,626 99	6,498 57
" " " "	1870		27 50	10,117 57	6,384 81
" " " "	1871			12,316 53	5,722 36
" " " "	1872		27 50	11,792 46	15,733 38
" " " "	1873		5,122 50	12,210 73	9,882 06
" " " "	1874		26 00	15,392 51	10,990 56
" " " "	1875		36 00	14,399 32	12,253 01
" " " "	1876			14,465 86	17,170 83
" " " "	1877			14,377 63	15,207 36
" " " "	1878			14,383 37	9,861 05
" " " "	1879			15,015 86	10,370 71
" " " "	1880	266 15		15,362 61	8,997 34
" " " "	1881			17,659 93	10,770 67
" " " "	1882			18,804 53	20,813 86
" " " "	1883		6,727 44	18,287 77	15,826 71
" " " "	1884		3,277 98	19,107 38	16,232 61
" " " "	1885		7,999 79	18,960 40	14,637 70
" " " "	1886		8,491 80	19,228 90	14,356 00
" " " "	1887		3,633 57	18,867 45	14,999 88
" " " "	1888		14,411 97	19,325 05	14,285 98
" " " "	1889		10,993 52	20,019 11	14,982 54
" " " "	1890			19,847 42	14,999 20
" " " "	1891		17,085 68	18,886 86	12,537 39
" " " "	1892		1,696 23	20,050 01	14,999 80
" " " "	1893			20,348 34	14,107 11
" " " "	1894		6,547 72	20,574 53	13,903 46
" " " "	1895		27,982 93	20,128 59	12,299 49
" " " "	1896			20,725 47	15,050 85
" " " "	1897		9,813 15	21,012 64	14,862 98
" " " "	1898	25,000 00	5,799 34	20,650 00	16,164 92
" " " "	1899		1,000 00	20,613 22	13,463 01
" " " "	1900		4,959 22	20,147 59	14,505 30
" " " "	1901		483 40	20,118 42	14,199 12
" " " "	1902			16,682 52	6,532 33
" " " "	1903			8,218 14	10,063 38
" " " "	1904			9,236 27	11,936 37
" " " "	1905		14,949 83	9,086 68	10,499 99
" " " "	1906		2,531 24	9,291 91	18,640 71
" " " "	1907		598 64	7,552 02	11,711 09
" " " "	1908		2,260 81	7,032 31	13,019 76
Total		*1,636,690 26	219,732 51	649,574 89	525,691 23

* See page 9 for total cost of St. Lawrence River and Canals.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 31. 1908.

SESSIONAL PAPER No. 20

STATEMENT showing the amounts expended on Construction, Renewals, &c.—*Continued.*

ST. LAWRENCE RIVER AND CANALS, SURVEYS, &c.

	Year ending.	Chargeable to Capital.				Chargeable to Income.
		North Channel.	River Reaches.	Galops Channel.	Total.	
		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Government expenditure prior to Confederation					18,442 85	98,378 46
Government expenditure since Confederation	1868					
" "	1869					
" "	1870					
" "	1871					
" "	1872					
" "	1873				33,241 69	
" "	1874				26,541 30	
" "	1875				20,611 36	
" "	1876				50,215 47	
" "	1877				47,377 31	
" "	1878				5,570 46	
" "	1879				9,265 77	
" "	1880				9,214 56	
" "	1881				6,927 96	
" "	1882		6,933 45	22,000 00	28,933 45	
" "	1883		3,574 31	41,300 00	44,874 31	
" "	1884		15,546 03	74,300 00	89,846 03	
" "	1885		13,710 17	101,400 00	115,110 17	
" "	1886		16,251 73	99,800 00	116,051 73	
" "	1887		20,037 31	54,400 00	74,437 31	
" "	1888		16,082 85	40,400 00	56,482 85	
" "	1889		1,293 92	17,200 00	18,493 92	
" "	1890		18,279 91	5,700 00	23,979 91	
" "	1891		35,137 25		35,137 25	
" "	1892		59,779 31		59,779 31	
" "	1893		52,643 39		52,643 39	
" "	1894		13,721 66		13,721 66	
" "	1895		1,223 72	181,552 03	182,775 75	
" "	1896		7,457 05		7,457 05	
" "	1897		12,347 31		12,347 31	
" "	1898	171,336 65	7,491 11	32,710 00	211,537 76	
" "	1899	461,979 50	9,366 47	42,430 00	513,775 97	
" "	1900	225,000 00	72,484 41	50,000 00	347,484 41	
" "	1901	184,790 34	19,389 75	91,211 97	295,392 06	
" "	1902	125,000 00	29,268 64	24,037 85	178,306 49	
" "	1903	126,833 94	16,432 28	25,000 00	168,266 22	
" "	1904	68,595 42	9,634 66	6,450 00	84,680 08	
" "	1905	93,025 89	25,743 51	49,734 70	168,504 10	
" "	1906	83,028 98		26,506 26	109,535 24	
" "	1907	61,528 34		13,350 00	74,878 34	
" "	1908	40,500 00		12,976 77	53,476 77	
Total		1,641,619 06	483,830 20	1,012,459 58	3,365,317 57*	98,378 46

*In this total is included an expenditure on capital account of $227,408.73 on the St. Lawrence River and Canals for the period previous to 1882.

ST. LAWRENCE RIVER AND CANALS, SURVEYS, &c.

St. Lawrence River and Canals, as above	$ 3,365,317 57
Beauharnois Canal, *see* page 8	1,636,690 26
Cornwall Canal " 12	7,234,182 60
Williamsburg Canal " 14	10,473,624 10
Lake St. Louis " 10	298,176 11
Soulanges Canal " 26	6,955,317 59
Lachine Canal, from prior to Confederation to June 30, 1875, *see* page 7	2,950,104 15
Lake St. Francis, *see* page 11	75,906 71
Agreeing with Public Accounts balance sheet, 1908, page 4	$32,989,319 09

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS
OTTAWA, July 31, 1908.

STATEMENT showing the amounts expended on Construction, Renewals, &c.—*Continued.*

LAKE ST. LOUIS.

—	Year ending.	Chargeable to Capital.	Chargeable to Revenue.
		$ cts.	$ cts.
Government expenditure prior to Confederation			
" " since "	1868		
" " " "	1869		
" " " "	1870		
" " " "	1871		
" " " "	1872		
" " " "	1873		
" " " "	1874		
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" " " "	1895	4,753 14	
" " " "	1896	49,909 31	
" " " "	1897	73,300 41	
" " " "	1898	64,495 83	
" " " "	1899	57,607 79	
" " " "	1900	11,765 70	
" " " "	1901	12,918 31	
" " " "	1902	6,000 00	
" " " "	1903	9,508 72	
" " " "	1904	7,916 90	
" " " "	1905	†	
" " " "	1906	†	
" " " "	1907	†	
" " " "	1908	†	
Total		*298,176 11	

* Included in total cost of St. Lawrence River and Canals, *see* page 9.
† Transferred to Department of Marine and Fisheries.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 31, 1908.

SESSIONAL PAPER No. 20

STATEMENT showing the amounts expended on Construction, Renewals, &c.—*Continued.*

LAKE ST. FRANCIS.

——	Year ending.	Capital.	Renewals Chargeable to Income.
		$ cts.	$ cts.
Government expenditure since Confederation	1868		
" " " "	1869		
" " " "	1870		
" " " "	1871		
" " " "	1872		
" " " "	1873		
" " " "	1874		
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" " " "	1898	3,420 00	
" " " "	1899	23,110 00	
" " " "	1900	15,431 46	12,288 39
" " " "	1901	15,000 00	8,060 30
" " " "	1902	13,945 25	
" " " "	1903	5,000 00	
" " " "	1904		2,199 52
" " " "	1905	†	
" " " "	1906	†	
" " " "	1907	†	
" " " "	1908	†	
Total		*75,906 71	22,548 21

* Included in total cost of St. Lawrence River and Canals, *see* page 9.
† Transferred to Department of Marine and Fisheries.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, JULY 31, 1908.

STATEMENT showing the amounts expended on Construction, Renewals, &c.—*Continued.*

CORNWALL CANAL.

—	Year ending.	Chargeable to Capital.		Renewals Chargeable to Income.	Staff.	Repairs.
		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Government expenditure prior to Confederation		1,933,152 69				
Government expenditure since Confederation	1868			2,786 00	11,244 47	3,774 18
" " ..	1869	10,692 04			10,347 91	3,859 14
" " ..	1870			17,780 05	10,368 16	7,145 42
" " ..	1871			7 50	11,848 39	8,891 61
" " ..	1872			10,000 21	10,594 30	8,163 70
" " ..	1873			1,011 75	13,042 25	12,467 65
" " ..	1874				13,405 20	7,610 70
" " ..	1875	1,780 00			13,351 91	7,097 34
Cost of original construction			1,945,624 73			
Expenditure by Dominion Government	1876				13,320 61	6,423 67
" " ..	1877	49,211 37			13,375 70	6,440 54
" " ..	1878	145,015 45			13,825 50	4,935 21
" " ..	1879	143,092 05			13,817 96	4,983 15
" " ..	1880	109,454 95			14,440 33	9,735 76
" " ..	1881	53,948 14			15,173 60	5,524 10
" " ..	1882	44,587 61			15,052 20	6,634 62
" " ..	1883	21,728 93			18,283 67	8,361 71
" " ..	1884	22,018 13			18,475 48	9,007 73
" " ..	1885	62,034 90		16,298 96	15,988 96	12,368 51
" " ..	1886	57,820 83		6,960 95	15,994 80	11,832 83
" " ..	1887	46,966 43			17,520 54	12,100 29
" " ..	1888	67,945 74			16,938 54	13,942 64
" " ..	1889	163,993 85			17,890 55	58,205 26
" " ..	1890	365,038 01		2,000 00	17,063 49	12,758 18
" " ..	1891	599,001 85		1,459 98	16,077 72	9,830 05
" " ..	1892	398,555 25		2,345 26	15,596 66	9,864 36
" " ..	1893	352,536 13			15,173 01	9,668 14
" " ..	1894	404,990 22			15,344 02	7,733 54
" " ..	1895	450,689 65		21,497 74	15,414 56	13,053 55
" " ..	1896	448,408 31		2,175 00	15,472 26	25,259 56
" " ..	1897	438,487 51			15,540 43	16,438 32
" " ..	1898	133,208 96			15,011 50	15,431 02
" " ..	1899	37,649 00		15,960 80	16,000 00	14,623 90
" " ..	1900	169,889 51		18,547 50	18,798 10	13,998 29
" " ..	1901	62,032 47			17,104 13	13,166 89
" " ..	1902	90,535 18			17,896 58	15,045 95
" " ..	1903	77,833 81			70,129 29	19,205 66
" " ..	1904	113,795 16		1,730 16	45,792 64	20,932 55
" " ..	1905	104,093 45		8,324 83	71,073 68	28,100 67
" " ..	1906	37,879 09		20,063 79	71,246 77	31,893 13
" " ..	1907	5,218 63		4,191 61	52,050 56	24,489 18
" " ..	1908	9,897 90		11,270 83	73,651 90	35,708 68
Cost of enlargement			5,288,557 87			
Total			*7,234,182 60	164,412 92	908,738 33	566,707 38

* Included in total cost of St. Lawrence River and Canals, *see* page 9.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, JULY 31, 1908.

STATEMENT showing the amounts expended on Construction, Renewals, &c.—*Continued.*

WILLIAMSBURG CANALS.

	Year ending	Capital.				Renewals Chargeable to Income.	Staff.	Repairs.
		Farran's Point.	Galops.	Rapide Plat.	Total.			
		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Government expenditure prior to Confederation being amount of original construction					1,320,655 54			
Government expenditure since Confederation	1868						5,745 97	6,442 41
" " "	1869						5,769 81	5,670 88
" " "	1870						5,573 13	6,546 16
" " "	1871						6,382 17	5,308 41
" " "	1872					1,077 00	5,542 94	3,230 07
" " "	1873						6,424 49	7,347 75
" " "	1874						6,857 19	7,395 92
" " "	1875						6,547 62	4,110 29
" " "	1876						7,418 39	11,690 98
" " "	1877						7,388 08	10,053 61
" " "	1878						7,430 11	4,449 78
" " "	1879						7,517 20	3,549 71
" " "	1880						7,590 15	3,999 77
" " "	1881						7,572 35	5,020 73
" " "	1882						7,589 44	7,447 69
" " "	1883				13 19		7,423 48	7,299 39
" " "	1884				2,473 44		7,757 04	7,349 37
" " "	1885		70,764 07	32,473 05	103,237 12		7,696 67	8,198 03
" " "	1886		78,014 92	71,820 79	149,835 71		7,671 54	7,847 05
" " "	1887		32,862 02	82,990 98	115,853 00		7,635 54	7,904 76
" " "	1888		16,628 95	53,499 34	70,128 29	1,613 67	7,646 79	8,190 13
" " "	1889		37,661 15	22,206 11	59,867 26		7,485 28	8,794 61
" " "	1890		126,417 42	12,660 95	139,078 37		8,954 53	8,191 69
" " "	1891	2,853 76	172,779 88	55,036 96	230,670 60		8,678 25	7,987 40
" " "	1892		218,511 17	158,034 15	376,545 32	797 83	9,458 33	8,551 32
" " "	1893		154,524 01	217,669 28	372,193 29	3,675 00	8,676 03	8,347 97
" " "	1894		223,992 81	274,397 42	498,390 23		10,230 09	7,029 95
" " "	1895		118,464 53	228,892 70	347,357 23	13,720 36	9,675 09	7,371 37
Carried forward		2,853 76	1,250,620 93	1,209,681 73	3,786,298 59	20,883 86	210,337 70	195,327 20

STATEMENT showing the amounts expended on Construction, Renewals, &c.—*Continued.*

WILLIAMSBURG CANALS—*Continued.*

	Year ending.	Capital.				Renewals Chargable to Income.	Staff.	Repairs.
		Farran's Point.	Galops.	Rapide Plat.	Total.			
		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Brought forward		2,853 76	1,250,620 93	1,209,681 73	3,786,298 59	20,883 86	210,337 70	195,327 20
Government expenditure since Confederation	1896	4,980 00	150,744 16	286,396 96	442,121 12	8,607 04	9,588 51	9,036 00
" " "	1897	.....	262,793 78	205,480 55	468,274 33	3,880 76	8,697 54	8,210 71
" " "	1898	231,321 44	734,492 07	116,072 55	1,081,886 06	.....	10,708 66	8,032 84
" " "	1899	346,956 54	987,186 44	57,869 18	1,392,012 16	7,410 00	9,960 64	10,000 00
" " "	1900	100,534 64	752,799 27	14,298 74	867,632 65	4,137 04	11,092 06	10,897 79
" " "	1901	111,158 39	390,112 78	76,501 57	577,772 74	.....	12,342 32	11,755 09
" " "	1902	42,209 89	421,945 81	137,818 22	601,973 92	.....	14,403 28	13,673 26
" " "	1903	10,266 92	320,354 92	18,483 31	349,105 18	.....	15,246 91	20,092 79
" " "	1904	18,700 00	256,536 30	26,774 27	302,010 57	1,978 85	20,570 17	19,430 05
" " "	1905	8,108 99	292,337 29	8,109 98	{ 8,209 63 / 308,556 26 }	5,573 69	23,399 45	21,492 46
" " "	1906	.....	140,920 65	.....	140,920 65	20,493 00	17,289 42	16,148 66
" " "	1907	.....	45,782 52	754 91	46,537 43	18,405 65	13,953 58	8,501 57
" " "	1908	.....	100,312 81	.....	100,312 81	16,635 15	19,441 86	18,563 82
Total		877,090 57	6,106,939 73	2,158,242 00	*10,473,624 10	108,005 04	397,032 10	371,162 24

* Original construction ..... $ 1,320,655 54
Cost of enlargement 9,152,968 56

Total $10,473,624 10

Included in total cost of St. Lawrence River and Canals, page 9.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS.
OTTAWA, July 31, 1908.

SESSIONAL PAPER No. 20

STATEMENT showing the amounts expended on Construction, Renewals, &c.—*Continued.*

WELLAND CANAL.

—	Year ending.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		$ cts.	$ cts.	$ cts.	$ cts.
Imperial Government		222,220 00			
Government expenditure prior to Confederation		7,416,019 83			
" since " "	1868	12,097 84		37,679 05	38,852 96
" " " "	1869	43,486 36		39,060 61	50,773 03
" " " "	1870		22,173 72	40,340 45	65,009 19
" " " "	1871		48,569 10	42,383 33	53,381 02
" " " "	1872	53,680 32	6,022 44	37,085 37	50,276 90
" " " "	1873	82,282 20	47,876 27	45,382 99	66,550 73
" " " "	1874	746,420 61		50,966 48	103,666 99
" " " "	1875	1,047,119 91		52,595 00	88,539 99
" " " "	1876	1,569,478 19	700 00	57,623 31	81,376 12
" " " "	1877	2,199,962 61		59,963 47	49,783 93
" " " "	1878	2,138,392 99		60,138 59	66,393 53
" " " "	1879	1,552,697 41		59,942 23	56,755 57
" " " "	1880	1,252,924 75		63,198 10	76,535 25
" " " "	1881	1,242,943 37	6,593 19	56,398 04	69,249 53
" " " "	1882	603,402 17	13,664 80	74,641 51	84,374 97
" " " "	1883	549,433 29	5,979 03	109,207 21	72,707 62
" " " "	1884	432,336 21		113,276 87	90,926 97
" " " "	1885	463,505 38	6,150 21	112,670 00	91,534 66
" " " "	1886	215,380 75	1,359 00	111,660 22	69,507 48
" " " "	1887	1,071,073 87	3,828 67	109,371 69	77,440 80
" " " "	1888	429,720 94	10,740 86	110,806 01	86,518 97
" " " "	1889	225,910 21	43,803 80	113,587 05	77,547 77
" " " "	1890	117,633 22	51,648 28	109,202 02	72,686 19
" " " "	1891	36,371 03	19,767 73	107,662 63	82,548 30
" " " "	1892	29,541 21	9,008 80	104,673 73	73,771 87
" " " "	1893	8,259 94	25,103 13	104,926 73	65,016 84
" " " "	1894	1,571 78	13,430 20	102,018 80	53,053 71
" " " "	1895	3,809 35	24,245 02	90,438 07	48,270 94
" " " "	1896	1,677 67	18,768 99	87,988 11	62,542 64
" " " "	1897	2,282 35	22,283 06	88,095 20	41,247 81
" " " "	1898		34,803 25	84,806 54	59,571 66
" " " "	1899		30,099 84	86,110 88	56,270 60
" " " "	1900	18,167 29	37,164 84	84,888 36	59,507 64
" " " "	1901	224,536 96	87,777 43	86,889 24	72,055 89
" " " "	1902	303,997 81	78,905 37	88,048 95	69,279 90
" " " "	1903	315,819 49	94,127 21	90,684 05	72,004 59
" " " "	1904	555,751 00	31,140 58	91,115 35	85,717 88
" " " "	1905	890,457 82	34,559 42	91,928 96	111,418 62
" " " "	1906	715,198 24	28,799 66	107,932 96	78,704 93
" " " "	1907	480,305 03	56,036 47	75,031 24	53,247 50
" " " "	1908	806,760 46	138,430 19	108,101 56	78,460 40
Total		28,082,629 86	1,153,560 56	3,348,520 96	2,863,081 89

* Total expenditure as above ..... $ 28,082,629 86
Less expenditure by Imperial Government 222,220 00

Agreeing with Public Accounts Balance Sheet, 1908, page 4 .... $ 27,860,409 86

Original cost of construction, including first enlargement. ..... $ 7,693,824 03
Enlargement, including new Welland Canal 20,388,805 83

Total expenditure as above ..... $ 28,082,629 86

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 31, 1908.

STATEMENT showing the amounts expended on Construction, Renewals, &c.—*Continued.*

STE ANNE'S LOCK AND CANAL.

—	Year ending.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		$ cts.	$ cts.	$ cts.	$ cts.
Government expenditure prior to Confederation		134,456 51			
" since " ..	1868			778 16	432 47
" " " ..	1869			1,062 96	1,873 51
" " " ..	1870			1,136 54	1,280 36
" " " ..	1871			1,285 84	1,539 02
" " " ..	1872		1,939 46	1,106 80	1,393 63
" " " ..	1873		540 11	2,199 64	1,264 40
" " " ..	1874	12,753 27		2,614 90	7,208 63
" " " .	1875	32,627 71		1,859 20	4,506 68
" " " ..	1876	24,935 85		1,952 14	4,033 72
" " " ..	1877	30,003 08		1,982 65	1,756 93
" " " .	1878	14,618 85		2,057 32	541 95
" " " ..	1879	22,113 02		2,202 03	3,259 70
" " " ..	1880	3,054 68		2,152 57	1,704 71
" " " ..	1881	69,042 76		2,553 02	3,257 92
" " " ..	1882	193,158 36		2,611 30	2,343 99
" " " ..	1883	172,959 95		2,569 86	3,448 83
" " " ..	1884	142,006 25		2,775 32	2,725 49
" " " ..	1885	93,679 57		2,618 60	4,042 04
" " " ..	1886	129,681 67		2,611 90	5,803 01
" " " ..	1887	45,276 08	6,054 10	2,537 41	1,499 96
" " " ..	1888	18,910 55	1,372 59	2,505 61	1,380 75
" " " ..	1889	24,786 33		2,569 22	1,730 79
" " " ..	1890	6,151 14		2,571 04	1,525 51
" " " ..	1891		8,173 69	2,505 69	1,503 56
" " " ..	1892		25,471 61	2,571 28	1,666 21
" " " ..	1893		6,521 88	2,581 08	2,800 03
" " " ..	1894		3,497 56	2,640 00	2,799 63
" " " ..	1895		3,694 33	2,508 14	3,025 91
" " " ..	1896			2,495 54	4,993 89
" " " ..	1897			2,357 51	1,688 12
" " " ..	1898			1,904 10	1,699 44
" " " ..	1899			1,920 12	1,997 96
" " " ..	1900			1,840 51	2,679 21
" " " ..	1901			1,895 89	3,999 02
" " " ..	1902			1,994 52	3,015 97
" " " ..	1903		1,984 39	2,072 17	4,684 42
" " " ..	1904			2,292 94	2,244 13
" " " ..	1905			2,151 01	6,091 44
" " " ..	1906			2,259 16	2,294 86
" " " ..	1907		2,449 96	1,595 62	901 47
" " " ..	1908		2,501 42	2,248 29	1,693 63
Total		*1,170,215 63	64,201 10	88,147 60	108,332 90

* Included in total cost of Ottawa River Works, see page 19.

Original construction	$ 134,456 51
Enlargement, including new lock	1,035,759 12
	$ 1,170,215 63

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 31, 1908.

SESSIONAL PAPER No. 20

STATEMENT showing the amount expended on Construction, Renewals, &c.—*Continued.*

CARILLON AND GRENVILLE CANAL.

—	Year ending.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		$ cts.	$ cts.	$ cts.	$ cts.
Imperial Government	.....	*	.....	.....	.....
Government expenditure prior to Confederation	.....	63,053 64	.....	.....	.....
since	1868	.....	19,817 22	6,301 88	8,911 28
" " "	1869	.....	.....	6,549 38	10,157 42
" " "	1870	.....	4,167 96	6,617 81	9,852 09
" " "	1871	.....	23,119 37	8,676 90	8,218 24
" " "	1872	165,257 28	.....	8,324 51	17,235 31
" " "	1873	133,199 10	3,051 38	10,068 28	8,781 50
" " "	1874	245,258 38	.....	10,710 88	10,605 82
" " "	1875	339,864 76	.....	10,378 57	18,520 44
" " "	1876	326,203 16	.....	10,764 38	11,475 96
" " "	1877	245,738 04	.....	11,050 27	10,304 06
" " "	1878	22,676 20	.....	11,401 30	5,082 72
" " "	1879	243,141 24	.....	11,501 22	7,629 98
" " "	1880	281,514 27	.....	11,959 14	7,625 54
" " "	1881	336,707 53	.....	13,059 18	8,076 91
" " "	1882	433,084 39	.....	14,387 49	7,582 68
" " "	1883	433,575 10	.....	17,479 58	8,310 02
" " "	1884	399,267 16	.....	17,393 91	7,918 42
" " "	1885	157,187 72	.....	19,702 30	10,429 26
" " "	1886	104,973 24	75 00	20,597 82	9,303 31
" " "	1887	20,747 11	.....	20,011 36	10,554 41
" " "	1888	38,996 29	.....	21,531 12	10,036 62
" " "	1889	298 17	.....	22,098 88	10,135 66
" " "	1890	17 58	4,526 61	15,896 16	7,582 38
" " "	1891	.....	4,395 25	21,230 22	10,796 68
" " "	1892	34,585 64	15,036 48	17,458 69	8,620 15
" " "	1893	207 00	42,298 74	16,762 71	10,669 28
" " "	1894	385 55	20,034 94	14,144 98	11,620 09
" " "	1895	.....	5,963 76	15,453 21	12,303 25
" " "	1896	3,850 31	.....	13,995 69	12,161 10
" " "	1897	1,908 44	4,939 20	13,780 29	11,607 95
" " "	1898	82,663 37	5,082 03	11,697 81	10,993 61
" " "	1899	39,999 37	.....	11,919 27	11,478 88
" " "	1900	22,802 27	4,476 50	13,657 06	14,666 71
" " "	1901	4,930 65	9,331 95	13,342 22	13,416 00
" " "	1902	.....	16,998 69	13,725 99	19,366 30
" " "	1903	.....	15,992 52	14,348 17	17,766 28
" " "	1904	.....	9,150 07	16,224 94	17,262 29
" " "	1905	.....	8,715 46	15,858 19	19,977 19
" " "	1906	.....	24,179 33	18,232 71	10,924 72
" " "	1907	.....	9,393 38	16,749 03	7,036 40
" " "	1908	.....	1,387 35	23,019 45	9,775 35
Total	.....	†4,182,092 96	252,133 19	588,062 95	454,772 26

* Expenditure not given—records relating to same were kept in Ordnance Office at Montreal and were destroyed by fire in 1852.

† Included in total cost of Ottawa River Works, see page 19. Cost of enlargement, $4,119,039.32.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 31, 1908.

STATEMENT showing the amounts expended on Construction, Renewals, &c.—*Continued.*

CULBUTE LOCK AND DAM.

——	Year ending.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		$ cts.	$ cts.	$ cts.	$ cts.
Government expenditure since Confederation.	1868				
" " " "	1869				
" " " "	1870				
" " " "	1871				
" " " "	1872				
" " " "	1873		835 53		
" " " "	1874		38,388 99		
" " " "	1875	63,659 29			
" " " "	1876	76,842 44			
" " " "	1877	56,081 87			
" " " "	1878	5,933 53			
" " " "	1879	20,694 19			
" " " "	1880	16,688 20		202 50	259 31
" " " "	1881	4,721 62		962 85	
" " " "	1882	29,567 15		790 00	162 33
" " " "	1883	14,249 60		695 00	288 99
" " " "	1884	8,151 16		733 50	
" " " "	1885	19,071 76		730 00	572 75
" " " "	1886	26,385 27		730 00	2,396 14
" " " "	1887	7,760 88		730 00	967 33
" " " "	1888	7,573 99		739 50	730 60
" " " "	1889	17,112 01		1,050 00	116 53
" " " "	1890	2,818 35		747 83	
" " " "	1891	2,183 15	9,122 05	745 25	499 91
" " " "	1892		1,546 25	736 00	
" " " "	1893		1,420 65	749 00	13 55
" " " "	1894		2,540 14	730 00	494 43
" " " "	1895		1,475 26	436 05	434 28
" " " "	1896				
" " " "	1897				
" " " "	1898				100 00
" " " "	1899				
" " " "	1900	3,085 00			
" " " "	1901	197 00			
" " " "	1902		1,135 00		
" " " "	1903				
" " " "	1904		2,204 50		
" " " "	1905		2,255 00		
" " " "	1906				
" " " "	1907				
" " " "	1908				
Total		*382,776 46	60,923 37	11,507 48	7,036 15

* Included in total cost of Ottawa River Works, see page 19.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 31, 1908.

SESSIONAL PAPER No. 20

STATEMENT showing the amounts expended on Construction, Renewals, &c.—*Continued.*

RIDEAU CANAL.

	Year ending.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		$ cts.	$ cts.	$ cts.	$ cts.
Imperial Government	...	3,911,701 47	.....	.....	.....
Government expenditure prior to Confederation	.....	153,062 60	.....	.....	.....
" since " ..	1868	166 50	7,298 12	18,397 28	16,475 21
" " " ..	1869	.....	.....	19,250 71	13,140 77
" " " ..	1870	.....	13 16	20,022 37	19,469 33
" " " ..	1871	.....	11,732 98	22,814 58	18,120 52
" " " ..	1872	.....	4,967 50	22,139 48	14,005 32
" " " ..	1873	.....	18,070 97	22,841 51	26,074 49
" " " ..	1874	.....	5,793 16	26,815 44	22,957 40
" " " ..	1875	9,310 85	.....	26,553 37	19,699 81
" " " ..	1876	2,163 96	.....	26,430 77	14,428 25
" " " ..	1877	214 11	.....	25,959 56	14,198 18
" " " ..	1878	.....	.....	26,651 51	11,034 22
" " " ..	1879	7,703 88	.....	26,042 52	7,134 55
" " " ..	1880	.....	.....	26,463 88	11,434 05
" " " ..	1881	.....	133 50	26,024 71	8,627 00
" " " ..	1882	.....	.....	26,915 29	13,860 28
" " " ..	1883	.....	70 65	27 322 81	23,524 84
" " " ..	1884	.....	4,597 50	26,938 95	19,245 02
" " " ..	1885	.....	2,098 76	26,971 32	18,189 55
" " " ..	1886	.....	550 00	27,045 95	35,648 04
" " " ..	1887	.....	20,823 96	29,440 46	18,565 34
" " " ..	1888	.....	18,889 48	33,458 83	25,478 87
" " " ..	1889	.....	6,665 22	33,801 77	18,106 36
" " " ..	1890	.....	21,124 10	34,270 57	18,025 21
" " " ..	1891	.....	20,967 25	34,641 98	21,537 56
" " " ..	1892	.....	31,363 23	35,500 82	21,507 16
" " " ..	1893	.....	24,274 71	35,022 49	18,789 50
" " " ..	1894	.....	14,485 11	34,943 35	16,939 47
" " " ..	1895	.....	31,559 48	33,827 08	19,897 32
" " " ..	1896	.....	21,452 29	34,052 77	30,196 38
" " " ..	1897	.....	19,079 11	31,461 55	29,535 94
" " " .	1898	.....	13,608 39	30,759 05	26,599 93
" " " ..	1899	.....	700 29	30,751 20	28,199 49
" " " ..	1900	.....	11,780 41	30,623 27	30,237 09
" " " ..	1901	.....	.....	31,334 40	33,791 17
" " " ..	1902	.....	8,894 40	32,193 66	33,959 86
" " " ..	1903	.....	16,235 13	34,595 31	36,424 23
" " " ..	1904	.....	13,525 04	39,127 96	38,496 78
" " " ..	1905	1,565 84	14,513 35	40,838 81	49,790 55
" " " ..	1906	.....	5,272 90	41,819 77	54,495 63
" " " ..	1907	.....	14,322 03	30,667 34	44,627 82
" " " ..	1908	.....	42,903 03	44,875 16	55,090 45
Total	...	*4,085,889 21	427,765 21	1,229,609 61	997,558 94

* Ottawa River Works.

Ste. Anne's Lock, page 16		$ 1,170,215 63
Carillon and Grenville Canal, page 17		4,182,092 96
Culbute Canal, page 18		382,776 46
Rideau Canal, as above	$ 4,085,889 21	
Less expenditure by Imperial Government	3,911,701 47	
		174,187 74
Total Ottawa River Works (Capital)		$ 5,909,272 79
Add expenditure on slides and booms prior to Confederation	$ 719,247 13	
" " " since "	7,243 60	
" on Chats Canals prior to Confederation	482,950 81	
" in 1881, charged to Miscellaneous, see page 229, part ii, Public Accounts	1,136 84	
Add amount transferred, see page xxxvi, Pub. Accounts Bal Sheet, 1881	233,555 85	
		1,444,134 23
		$ 7,353,407 02
Less expenditure prior to Confederation, transferred to Income Account	$ 320,618 28	
Less expenditure in 1872, on Carillon and Grenville Canal, as shown in Public Accounts Balance Sheet, page xx, under Miscellaneous	165,257 28	
		485,875 56
Agreeing, less outstanding cheques, with Balance Sheet, Public Accounts, 1908, page 4		$ 6,867,531 46

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 31, 1908.

W. C. LITTLE,
Accountant.

20—i—2½

STATEMENT showing the amounts expended on Construction, Renewals, &c.—*Continued.*

ST. OURS LOCK

——	Year ending.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		$ cts.	$ cts.	$ cts.	$ cts.
Government expenditure prior to Confederation	.....	121,537 65	....	....	.....
" since " ..	1868	.....	.....	1,532 75	753 74
" " " ..	1869	.....	....	1,755 15	1,399 18
" " " ..	1870	.. ..	.....	1,458 09	1,006 22
" " " ..	1871	.....	....	1,414 48	1,210 98
" " " ..	1872	.....	....	1,565 80	1,263 19
" " " ..	1873	.....	.....	2,076 50	1,575 10
" " " ..	1874	.....	....	2,219 13	2,363 42
" " " ..	1875	.....	....	1,362 22	1,245 69
" " " ..	1876	.....	....	1,403 92	1,601 71
" " " ..	1877	....	.. ..	1,533 40	750 80
" " " ..	1878	.....	....	1,556 65	283 77
" " " ..	1879	.....	....	1,581 55	456 07
" " " ..	1880	....	... .	1,614 01	705 54
" " " ..	1881	.....	..... .	1,741 97	1,299 77
" " " ..	1882	....	... .	2,002 71	1,902 41
" " " ..	1883	.. ..	17,230 32	2,361 65	2,188 08
" " " ..	1884	.....	5,279 17	2,315 37	1,494 99
" " " ..	1885	....	4,700 64	2,271 57	3,652 63
" " " ..	1886	....	....	2,311 70	4,143 47
" " " ..	1887	.....	. .....	2,175 37	5,864 78
" " " ..	1888	....	.....	2,216 04	2,801 17
" " " ..	1889	....	17,964 45	2,421 14	2,002 63
" " " ..	1890	.. ..	24,571 96	2,138 40	1,935 44
" " " ..	1891	.....	21,696 74	2,011 08	4,460 16
" " " ..	1892	.....	3,585 34	2,168 44	1,944 33
" " " ..	1893	....	....	2,136 66	1,994 34
" " " ..	1894	... .	.....	2,216 68	924 55
" " " ..	1895	.....	.....	2,161 63	915 50
" " " ..	1896	... .	. ...	2,094 91	1,678 49
" " " ..	1897	.....	.....	2,135 60	707 06
" " " ..	1898	....	....	2,049 67	692 04
" " " ..	1899	....	....	2,244 12	1,494 93
" " " ..	1900	.....	1,596 88	2,181 43	2,681 10
" " " ..	1901	.....	3,610 06	2,128 25	1,681 44
" " " ..	1902	.....	15,549 27	2,262 39	984 36
" " " ..	1903	.....	9,344 89	2,288 63	1,671 83
" " " ..	1904	.....	7,984 41	2,334 67	1,690 61
" " " ..	1905	.....	14,900 90	2,479 66	1,716 35
" " " ..	1906	....	7,307 39	2,582 95	3,872 75
" " " ..	1907	.....	4,200 00	2,064 62	1,142 79
" " " ..	1908	....	3,338 79	2,894 76	2,121 43
Total	.....	*121,537 65	162,861 21	83,465 72	74,274 84

* Included in the total cost of Chambly Canal and Richelieu River, *see* page 21.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 31, 1908.

SESSIONAL PAPER No. 20

STATEMENT showing the amounts expended on Construction, Renewals, &c.—*Continued.*

CHAMBLY CANAL.

	Year ending.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		$ cts.	$ cts.	$ cts.	$ cts.
Government expenditure prior to Confederation		634,711 76			
" since " "	1868			8,312 90	9,355 70
" " " "	1869			8,437 22	13,120 97
" " " "	1870			8,934 41	20,180 73
" " " "	1871		2,839 85	10,214 71	22,426 33
" " " "	1872		1,906 40	9,628 50	22,327 99
" " " "	1873		759 00	10,390 44	11,789 27
" " " "	1874		2,810 00	11,675 67	16,427 19
" " " "	1875	2,415 00		12,201 99	16,306 91
" " " "	1876			10,593 14	13,273 56
" " " "	1877	80 00		10,281 78	10,111 32
" " " "	1878			10,413 99	6,022 96
" " " "	1879			11,301 53	8,809 77
" " " "	1880			11,516 22	12,377 74
" " " "	1881			13,950 47	20,705 17
" " " "	1882		31,796 41	16,686 78	16,843 60
" " " "	1883		21,332 36	15,904 38	15,182 24
" " " "	1884		41,640 77	18,448 85	12,003 34
" " " "	1885		21,049 23	18,378 55	13,046 95
" " " "	1886		14,547 27	19,501 28	11,999 77
" " " "	1887		17,911 17	19,053 62	20,071 37
" " " "	1888		65,536 64	20,073 60	11,823 74
" " " "	1889		51,437 87	19,679 22	19,392 18
" " " "	1890		23,221 48	19,655 38	14,399 93
" " " "	1891		43,344 41	19,204 76	11,399 93
" " " "	1892		38,353 99	19,665 22	12,976 48
" " " "	1893		21,127 65	19,310 29	12,451 63
" " " "	1894		8,567 78	19,040 93	11,920 74
" " " "	1895		6,147 63	19,325 49	11,779 12
" " " "	1896		3,694 63	19,349 65	11,801 12
" " " "	1897		12,665 88	18,754 17	13,128 55
" " " "	1898		13,184 68	17,992 90	12,466 51
" " " "	1899		15,255 42	18,336 50	11,997 51
" " " "	1900		5,448 88	18,397 58	13,995 00
" " " "	1901		1,195 09	18,529 48	17,572 35
" " " "	1902		19,132 80	18,832 25	17,313 02
" " " "	1903		8,977 43	19,286 10	21,745 65
" " " "	1904		26,701 59	21,544 69	25,656 00
" " " "	1905		33,066 50	26,970 79	19,896 57
" " " "	1906		26,192 72	26,039 53	25,173 48
" " " "	1907		29,953 80	19,916 33	22,508 88
" " " "	1908	157 90	34,264 31	28,375 21	30,627 72
		637,364 66			
Less proceeds of sale of piece of land		150 00			
Total		*637,214 66	644,063 64	684,106 50	642,408 39

* Chambly Canal and River Richelieu.

Chambly Canal, as above		$ 637,214 66
St. Ours Lock, see page 20		121,537 65
		$ 758,752 31
Less amount deducted at Confederation, *see* Public Accounts, 1868, part i, page 9,		
Government expenditure prior to Confederation, Chambly Canal, as above	$ 634,711 76	
St. Ours Lock, see page 20	121,537 65	
	$ 756,249 41	
Returned as an asset in Public Accounts, 1868	433,807 83	
		322,441 58
Agreeing with Public Accounts, 1908, page 4		$ 436,310 73

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 31, 1908.

STATEMENT showing the amounts expended on Construction, Renewals, &c.—*Continued.*

MURRAY CANAL.

	Year ending.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		$ cts.	$ cts.	$ cts.	$ cts.
Government expenditure prior to Confederation					
" since " "	1868		400 00		
" " " "	1869				
" " " "	1870				
" " " "	1871				
" " " "	1872				
" " " "	1873				
" " " "	1874				
" " " "	1875				
" " " "	1876				
" " " "	1877				
" " " "	1878				
" " " "	1879				
" " " "	1880				
" " " "	1881				
" " " "	1882	7,135 63			
" " " "	1883	84,071 68			
" " " "	1884	118,187 43			
" " " "	1885	148,902 66			
" " " "	1886	179,704 52			
" " " "	1887	142,563 66			
" " " "	1888	146,754 37			
" " " "	1889	215,326 46			
" " " "	1890	106,760 35		494 31	
" " " "	1891	61,260 49		5,137 03	173 53
" " " "	1892	5,964 22		5,803 48	3,505 15
" " " "	1893	30,838 79		5,499 62	5,341 34
" " " "	1894			5,667 52	5,295 57
" " " "	1895			5,354 97	5,063 49
" " " "	1896			5,409 10	5,410 33
" " " "	1897			5,526 87	3,966 41
" " " "	1898			5,799 94	4,710 23
" " " "	1899			5,073 70	3,533 68
" " " "	1900			5,613 83	2,777 60
" " " "	1901			5,175 74	1,138 15
" " " "	1902			5,254 51	6,377 19
" " " "	1903	500 00		5,757 00	4,627 70
" " " "	1904	750 00	2,521 13	5,291 43	6,075 94
" " " "	1905	100 00	740 45	5,346 62	4,452 68
" " " "	1906		293 75	5,183 61	2,840 91
" " " "	1907		10,423 00	2,788 14	1,710 55
" " " "	1908		37,334 70	4,244 42	2,953 23
Total		*1,248,820 26	51,713 03	94,421 84	69,953 68

* Agreeing with Public Accounts Balance Sheet, 1908, page 4.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 31, 1908.

SESSIONAL PAPER No. 20

STATEMENT showing the amounts expended on Construction, Renewals, &c.—*Continued.*

TRENT CANAL.

	Year ending.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		$ cts.	$ cts.	$ cts.	$ cts.
Government expenditure prior to Confederation	....	309,371 31	.....	.....	.....
" since " " ..	1868	.....	.....	.....	.....
" " " " ..	1869	.....	.....	.....	.....
" " " " ..	1870	.....	.....	.....	.....
" " " " ..	1871	.....	.....	.....	.....
" " " " ..	1872	.....	.....	.....	.....
" " " " ..	1873	.....	.....	.....	.....
" " " " ..	1874	.....	.....	.....	.....
" " " " ..	1875	.....	.....	.....	.....
" " " " ..	1876	.....	.....	.....	.....
" " " " ..	1877	.....	.....	.....	.....
" " " " ..	1878	.....	.....	.....	.....
" " " " ..	1879	.....	.....	.....	.....
" " " " ..	1880	561 50	.....	1,188 92	3,568 89
" " " " ..	1881	.....	.....	2,489 93	2,233 50
" " " " ..	1882	.....	5,836 51	2,011 92	8,115 50
" " " " ..	1883	40,767 16	9,303 66	2,235 50	3,047 42
" " " " ..	1884	120,393 91	6,198 57	2,208 64	5,264 35
" " " " ..	1885	121,382 84	.....	3,303 87	4,653 50
" " " " ..	1886	75,103 30	.....	1,639 75	5,917 88
" " " " ..	1887	179,541 63	.....	1,938 08	6,008 88
" " " " ..	1888	114,879 35	.....	1,770 29	5,151 42
" " " " ..	1889	47,592 13	29,677 92	3,242 05	5,935 94
" " " " ..	1890	58,644 50	11,522 65	3,450 99	730 55
" " " " ..	1891	9,826 49	3,164 81	3,803 66	4,888 98
" " " " ..	1892	4,457 28	6,506 97	3,695 85	4,721 85
" " " " ..	1893	5,962 47	10,838 90	3,739 86	2,087 17
" " " " ..	1894	3,412 32	20,403 93	3,785 47	4,988 59
" " " " ..	1895	53,907 70	21,143 41	4,184 18	3,374 49
" " " " ..	1896	392,976 08	6,185 75	4,349 34	3,329 97
" " " " ..	1897	486,575 70	13,880 37	4,965 39	3,497 90
" " " " ..	1898	351,273 31	8,991 54	5,034 60	4,998 80
" " " " ..	1899	166,611 49	6,179 79	5,048 72	6,454 49
" " " " ..	1900	334,583 01	8,043 39	5,131 52	9,989 26
" " " " ..	1901	284,503 89	10,494 82	5,254 51	13,075 89
" " " " ..	1902	449,075 45	26,165 93	5,575 52	14,984 88
" " " " ..	1903	523,950 74	18,548 58	6,993 25	10,791 15
" " " " ..	1904	489,038 44	21,228 55	7,237 05	21,179 12
" " " " ..	1905	333,261 75	36,853 28	12,071 88	26,056 78
" " " " ..	1906	319,789 49	26,030 36	17,440 68	33,398 85
" " " " ..	1907	153,045 42	35,360 10	19,229 25	36,516 47
" " " " ..	1908	343,176 05	96,315 87	32,826 38	33,382 94
Total	.....	*5,773,664 71	438,875 66	175,847 05	288,345 41

* Total expenditure on Capital Account as above..... ....$5,773,664 71
LESS—Expenditure prior to Confederation..... .....$ 309,371 31
" Year 1880. .. .. 561 50
309,932 81

Agreeing with Public Accounts Balance Sheet, 1908, page 4..... .....$5,463 731 90

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 31, 1908.

STATEMENT showing the amounts expended on Construction, Renewals, &c.—*Continued.*

TAY CANAL.

——	Year ending.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		$ cts.	$ cts.	$ cts.	$ cts.
Government expenditure since Confederation.	1868				
" " " "	1869				
" " " "	1870				
" " " "	1871				
" " " "	1872				
" " " "	1873				
" " " "	1874				
" " " "	1875				
" " " "	1876				
" " " "	1877				
" " " "	1878				
" " " "	1879				
" " " "	1880				
" " " "	1881				
" " " "	1882		748 65		
" " " "	1883	4,831 80			
" " " "	1884	50,878 12			
" " " "	1885	92,473 97			
" " " "	1886	65,561 51			
" " " "	1887	49,617 92			
" " " "	1888	54,166 57			
" " " "	1889	89,486 18			
" " " "	1890	22,226 23		*	*
" " " "	1891	17,114 78		*	*
" " " "	1892	29,771 65		*	*
" " " "	1893			*	*
" " " "	1894			*	*
" " " "	1895			*	*
" " " "	1896			*	*
" " " "	1897	10,720 50		*	*
" " " "	1898			*	*
" " " "	1899			*	*
" " " "	1900	2,750 00		*	*
" " " "	1901			*	*
" " " "	1902			*	*
" " " "	1903			*	*
" " " "	1904			*	*
" " " "	1905			*	*
" " " "	1906			*	*
" " " "	1907			*	*
" " " "	1908			*	*
Total		†489,599 23	748 65	*	*

* Included in Rideau Canal.
† Agreeing with Public Accounts 1908, page 4.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 31, 1908.

SESSIONAL PAPER No. 20

STATEMENT showing the amounts expended on Construction, Renewals, &c. —*Continued.*

SAULT STE. MARIE CANAL.

——	Year ending.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		$ cts.	$ cts.	$ cts	$ cts.
Government expenditure since Confederation.	1868				
" " " "	1869				
" " " "	1870				
" " " "	1871				
" " " "	1872		949 35		
" " " "	1873				
" " " "	1874				
" " " "	1875				
" " " "	1876				
" " " "	1877				
" " " "	1878				
" " " "	1879				
" " " "	1880				
" " " "	1881				
" " " "	1882				
" " " "	1883				
" " " "	1884				
" " " "	1885				
" " " "	1886				
" " " "	1887				
" " " "	1888	8,145 06			
" " " "	1889	34,018 95			
" " " "	1890	176,568 55			
" " " "	1891	325,336 33			
" " " "	1892	341,474 31			
" " " "	1893	589,801 25			
" " " "	1894	1,316,529 29			
" " " "	1895	466,151 50		3,432 73	
" " " "	1896	189,986 59		16,074 70	2,650 17
" " " "	1897	209,561 82		15,381 59	7,671 79
" " " "	1898	21,004 56		14,389 92	8,172 09
" " " "	1899	63,935 48		13,840 24	6,564 40
" " " "	1900	27,157 98		13,901 40	13,219 87
" " " "	1901	323,353 93	48 39	13,730 93	10,289 18
" " " "	1902	122,505 73		15,920 80	14,839 71
" " " "	1903	65,933 43		16,077 22	10,855 70
" " " "	1904	32,029 54		14,653 35	9,491 44
" " " "	1905	110,181 69		15,681 55	14,776 33
" " " "	1906	120,000 00		15,878 11	20,086 15
" " " "	1907	95,504 63		12,290 94	11,520 53
" " " "	1908	140,433 22		20,345,38	23,206 00
Total		*4,779,613 84	997 74	201,598 86	153,343 36

*Agreeing with Public Accounts, 1908, page 4.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 31, 1908.

STATEMENT showing the amounts expended on Construction, Renewals, &c.—*Continued.*

SOULANGES CANAL.

——	Year ending.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		$ cts.	$ cts.	$ cts.	$ cts.
Government expenditure prior to Confederation	...	.....	.....	.....	.....
" since " " ..	1868	.....	.....	.....	.....
" " " " ..	1869	.....	.....	.....	.....
" " " " .	1870	.....	.....	.....	.....
" " " " ..	1871	.....	.....	.....	.....
" " " " ..	1872	.....	.....	.....	.....
" " " " ..	1873	.....	.....	.....	.....
" " " " ..	1874	.....	.....	.....	.....
" " " " ..	1875	.....	.....	.....	.....
" " " " ..	1876	.....	.....	.....	.....
" " " " ..	1877	.....	.....	.....	.....
" " " " ..	1878	.....	.....	.....	.....
" " " " ..	1879	.....	.....	.....	.....
" " " " ..	1880	.....	.....	.....	.....
" " " " ..	1881	.....	.....	.....	.....
" " " " ..	1882	.....	.....	.....	.....
" " " " ..	1883	.....	.....	.....	.....
" " " " .	1884	.....	.....	.....	.....
" " " " ..	1885	.....	.....	.....	.....
" " " " ..	1886	.....	.....	.....	.....
" " " " ..	1887	.....	.....	.....	.....
" " " " ..	1888	.....	.....	.....	.....
" " " " ..	1889	.....	.....	.....	.....
" " " " ..	1890	.....	.....	.....	.....
" " " " ..	1891	.....	.....	.....	.....
" " " " ..	1892	54,235 76	.....	.....	.....
" " " " ..	1893	210,336 24	.....	.....	.....
" " " " ..	1894	723,380 95	.....	.....	.....
" " " " ..	1895	752,016 53	.....	.....	.....
" " " " ..	1896	535,939 07	.....	.....	.....
" " " " ..	1897	363,126 06	.....	.....	.....
" " " " ..	1898	1,016,401 00	.....	.....	.....
" " " " ..	1899	1,442,824 22	.....	.....	.....
" " " " .	1900	693,806 24	.....	6,711 84	5,000 00
" " " " ..	1901	462,626 36	115 00	25,154 78	5,888 77
" " " " ..	1902	235,021 79	.....	22,672 50	2,267 13
" " " " ..	1903	248,929 10	.....	31,987 06	10,362 23
" " " " ..	1904	113,328 45	15,608 69	25,235 25	39,382 01
" " " " ..	1905	34,202 71	30,406 25	25,432 49	21,174 84
" " " " ..	1906	5,000 22	16,033 79	24,817 37	17,096 33
" " " " ..	1907	13,508 88	3,216 29	19,964 04	15,604 71
" " " " ..	1908	50,634 01	4,245 18	28,988 36	35,687 11
Total.....	.....	*6,955,317 59	69,625 20	210,963 69	152,463 13

*Included in total cost of St. Lawrence River and Canals, *see* part i, page 9.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 31, 1908.

SESSIONAL PAPER No. 20

STATEMENT showing amount expended on Construction and Enlargement of Canals, to March 31, 1908.

Canal.	Construction.	Enlargement.	Total.
	$ cts.	$ cts.	$ cts.
St. Peter's	648,547 14		648,547 14
Lachine	2,589,532 85	9,211,525 18	11,801,058 03
Beauharnois	1,636,690 26		1,636,690 26
St. Lawrence River and Canals	18,442 85	3,346,874 72	3,365,317 57
Lake St. Louis		298,176 11	298,176 11
Lake St. Francis		75,906 71	75,906 71
Cornwall	1,945,624 73	5,288,557 87	7,234,182 60
Williamsburg — Farran's Point		877,090 57	10,473,624 10
Williamsburg — Galops		6,106,939 73	
Williamsburg — Rapide Plat		2,158,242 00	
Williamsburg — Williamsburg	1,320,655 54	10,696 26	
Welland	7,693,824 03	20,388,805 83	28,082,629 86
Ste. Anne's	134,456 51	1,035,759 12	1,170,215 63
*Carillon and Grenville	63,053 64	4,119,039 32	4,182,092 96
Culbute	382,776 46		382,776 46
Rideau	4,085,889 21		4,085,889 21
Saint Ours	121,537 65		121,537 65
Chambly	637,214 66		637,214 66
Murray	1,248,820 26		1,248,820 26
Trent	5,773,664 71		5,773,664 71
Tay	489,599 23		489,599 23
Sault Ste. Marie	4,779,613 84		4,779,613 84
Soulanges	6,955,317 59		6,955,317 59
Total	40,525,261 16	52,917,613 42	93,442,874 58

*Construction by Imperial Government not included. Records relating to same were kept in Ordnance Office, Montreal, and were destroyed by fire in 1852.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 31, 1908.

*RECAPITULATION—EXPENDITURE on Canals, also showing Revenue received.

	Year ending.	Capital.	Income.	Staff.	Repairs.	Revenue received.
		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Government expenditure prior to Confederation, including Imperial Government expenditure	.....	20,593,866 13	98,378 46	....	.....	.....
Government expenditure since Confederation	1868	33,784 06	95,347 79	113,084 50	101,646 44	403,879 19
" " ..	1869	126,898 20	55 00	116,069 76	118,579 31	400,263 32
" " ..	1870	.....	90,355 96	120,403 02	150,176 70	414,687 02
" " ..	1871	.....	116,429 54	135,040 81	140,467 52	488,538 76
" " ..	1872	255,645 75	33,289 27	124,137 09	152,086 25	466,847 52
" " ..	1873	256,547 27	127,369 55	148,581 18	186,573 13	486,433 26
" " ..	1874	1,189,591 91	51,037 05	167,194 40	213,613 86	510,755 99
" " ..	1875	1,714,830 37	479 00	168,401 21	203,226 85	414,979 59
" " ..	1876	2,388,733 46	810 75	178,411 80	190,578 45	390,337 04
" " ..	1877	4,131,374 30	22 30	179,661 40	138,448 51	390,857 37
" " ..	1878	3,843,338 62	.....	187,521 31	122,251 60	373,814 17
" " ..	1879	3,064,098 61	.....	191,892 44	115,349 99	337,675 13
" " ..	1880	2,123,366 34	.....	195,039 33	147,167 52	341,598 14
" " ..	1881	2,075,891 65	7,246 69	197,573 62	154,653 63	361,558 17
" " ..	1882	1,593,174 09	55,025 03	224,572 61	187,399 02	325,231 54
" " ..	1883	1,763,001 97	62,503 14	269,415 01	178,617 86	361,604 01
" " ..	1884	1,577,295 42	60,993 99	280,657 29	192,219 38	372,561 69
" " ..	1885	1,504,621 47	58,297 59	280,226 20	201,708 47	321,289 47
" " ..	1886	1,333,324 80	31,984 02	282,323 63	198,251 97	328,977 43
" " .	1887	1,783,698 16	65,983 06	285,172 62	198,888 84	321,784 88
" " ..	1888	1,033,118 34	120,561 59	292,458 76	201,928 93	317,902 04
" " ..	1889	972,918 43	162,015 49	301,040 23	240,261 36	333,188 90
" " ..	1890	1,026,364 24	146,853 54	290,516 63	176,089 00	354,816 92
" " ..	1891	1,318,092 15	165,843 87	294,562 12	204,768 45	349,431 90
" " ..	1892	1,437,149 30	194,129 61	293,115 58	231,089 54	324,475 24
" " ..	1893	2,069,573 30	196,185 84	291,588 97	204,759 39	357,089 87
" " ..	1894	3,027,164 19	109,216 33	294,446 34	179,630 13	387,788 97
" " ..	1895	2,452,273 65	216,057 58	281,477 04	164,033 71	339,890 49
" " ..	1896	2,258,778 97	85,820 49	292,121 05	209,321 60	339,538 72
" " ..	1897	2,348,636 91	101,205 74	287,970 36	178,385 47	384,780 53
" " ..	1898	3,207,249 79	82,400 55	280,872 44	203,478 86	407,652 81
" " ..	1899	3,899,877 31	82,205 60	280,628 57	202,312 36	369,044 38
" " ..	1900	2,639,564 93	120,653 93	292,609 24	227,626 97	322,642 86
" " ..	1901	2,360,569 89	135,500 57	314,095 04	262,876 07	315,425 69
" " ..	1902	2,114,689 88	213,044 91	317,838 61	263,768 27	300,413 68
" " ..	1903	1,823,273 61	275,103 58	390,281 82	294,113 92	230,213 15
" " ..	1904	1,880,787 20	298,678 23	381,016 82	350,278 54	79,536 51
" " ..	1905	2,071,593 72	352,855 43	431,499 60	401,742 79	78,009 21
" " ..	1906	1 552,121 21	310,716 70	447,962 92	375,889 60	108,067 76
" " .	1907	887,838 61	254,423 18	329,629 63	287,231 03	105,003 15
" " ..	1908	1,708,156 37	483,250 11	473,638 95	411,660 53	144,882 13
Total	....	93,442,874 58	5,062,331 06	10,704,749 95	8,563,151 82	13,763,468 60

*This does not include expenditure which has been charged to Canals—General—but only the amounts expended on specified canals.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 31, 1908.

HYDRAULIC AND OTHER RENTS.

Balances due April 1, 1907.	Accrued during the year ended March 31, 1908.	Totals.	1907–1908.	Abatement.	Deposited to the credit of the Receiver General.	Paid into hands of the Collectors.	Balances due March 31, 1908.	Totals.
$ cts.	$ cts.	$ cts.		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
63,187 44	35,153 71	98,341 15	....Welland Canal	300 00	32,451 78	32,451 78	65,589 37	98,341 15
4,974 67	3,191 00	8,165 67	....Williamsburg Canal		2,195 50	2,195 50	5,970 17	8,165 67
7,710 37	7,585 50	15,295 87	... Cornwall Canal		7,566 50	7,566 50	7,729 37	15,295 87
13,169 84	9,573 00	22,742 84	....Beauharnois Canal		6,000 00 3,222 00	6,000 00 3,222 00	13,520 84	22,742 84
34,448 16	74,698 52	109,146 68	....Lachine Canal	1,991 76	65,064 13	65,064 13	42,090 79	109,146 68
630 84	186 00	816 84	....Chambly Canal		61 00	61 00	755 84	816 84
3,000 72	4,082 98	7,083 70	....Rideau Canal	70 00	3,618 25	3,618 25	3,395 45	7,083 70
1,207 95	2,812 04	4,019 99	....Trent Canal		2,702 04	2,702 04	1,317 95	4,019 99
45 00	520 00	565 00	....Sault St. Marie Canal		515 00	515 00	50 00	565 00
25,762 33	515 00	26,277 33	....Carillon and Grenville Canal		285 50	285 50	25,991 83	26,277 33
9 00	68 00	77 00	....Sundry Canals		68 00	68 00	9 00	77 00
57 00	3,073 00	3,130 00	....Soulanges Canal	6 00	3,124 00	3,124 06		3,130 00
154,203 32	141,458 75	295,662 07	Totals	2,367 76	126,873 70	126,873 70	166,420 61	295,662 07

W. C. LITTLE,
Accountant.

Department of Railways and Canals,
Ottawa, July 31, 1908.

REVENUE STATEMENT ENDING MARCH 31, 1908.

Canal Revenue.		Hydraulic and other Rents, &c.	Total.	Collection Divisions.	Deposits to the Credit of the Receiver General.		Total.	Cost of Staff, Repairs and Statistical Offices chargeable to Revenue.
Wharfage and Storage, Harbour Dues, etc.	Total Canal Revenue Accrued.				On Account Canal Revenue.	On Account Hydraulic Rents.		
$ cts.	$ cts.	$ cts.	$ cts.		$ cts.	$ cts.	$ cts.	$ cts.
				Welland Canal				194,075 61
41 04	41 04	1,922 90	1,963 94	Port Colborne	41 04	1,922 90	1,963 94	2,904 45
298 50	298 50	30,528 88	30,827 38	Port Dalhousie	298 50	30,528 88	30,827 38	2,190 02
339 54	339 54	32,451 78	32,791 32	Totals	339 54	32,451 78	32,791 32	199,170 08
				St. Lawrence Canals				388,695 35
		9,222 00	9,222 00	Beauharnois		9,222 00	9,222 00	
10 00	10 00	7,566 50	7,576 50	Cornwall	10 00	7,566 50	7,576 50	1,771 30
		2,195 50	2,195 50	Cardinal		2,195 50	2,195 50	1,091 60
543 97	543 97		543 97	Lachine	543 97		543 97	5,553 14
16,684 62	16,684 62	65,065 13	81,749 75	Montreal	16,684 62	65,065 13	81,749 75	7,375 32
35 00	35 00	3,124 00	3,159 00	Coteau Landing (Soulanges)	35 00	3,124 00	3,159 00	1,555 85
				Kingston				672 63
17,273 59	17,273 59	87,173 13	104,446 72	Totals	17,273 59	87,173 13	104,446 72	406,715 19
				Chambly Canal				65,199 72
		50 00	50 00	Chambly		50 00	50 00	1,276 73
		11 00	11 00	St. John's		11 00	11 00	1,563 36
				St. Ours				737 03
		61 00	61 00	Totals		61 00	61 00	68,776 84
				Ottawa Canals				39,112 72
8 00	8 00	231 50	239 50	Grenville	8 00	231 50	239 50	631 91
4 00	4 00	54 00	58 00	Carillon	4 00	54 00	58 00	618 24
		30 00	30 00	Ste. Anne's Lock		30 00	30 00	885 82
12 00	12 00	315 50	327 50	Totals	12 00	315 50	327 50	41,248 69

				Rideau Canal				102,880 71
235 60	235 60	3,070 05	3,305 65	Ottawa	235 60	3,070 05	3,305 65	1,630 10
35 00	35 00	468 50	503 50	Kingston Mills	35 00	468 50	503 50	463 49
120 00	120 00	79 70	199 70	Smith's Falls	120 00	79 70	199 70	544 75
390 60	390 60	3,618 25	4,008 85	Totals	390 60	3,618 25	4,008 85	105,519 05
				St. Peter's Canal				4,313 77
		32 00	32 00	St. Peter's Canal		32 00	32 00	200 50
		32 00	32 00	Totals		32 00	32 00	4,514 27
				Murray Canal.				
		5 00	5 00	Brighton		5 00	5 00	7,672 85
				Trent Canal				66,492 37
				Burleigh				
				Bobcaygeon				
				Fenelon Falls				15 00
				Hastings				
		2,702 04	2,702 04	Peterborough		2,702 04	2,702 04	277 35
				Buckhorn				
		2,702 04	2,702 04	Totals		2,702 04	2,702 04	66,784 72
		515 00	515 00	*Sault Ste. Marie Canal*		515 00	515 00	44,921 38
18,015 73	18,015 73	126,873 70	144,889 43	Totals	18,015 73	126,873 70	144,889 43	945,323 07
				Dredge Vessels				17,755 64
				Inspection				524 96
				Department of Public Printing and Stationery				1,445 64
				General				25,769 16
				Grand Total			144,889 43	990,818 47
				LESS—Refunds			7 30	
				Net Revenue			144,882 13	

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 31, 1908.

INTERCOLONIAL RAILWAY.

(Including amounts paid to Nova Scotia Railway and European & North American Railway, N.B.)

—	Year ending.	Construction.	Income.	Working Expenses including Windsor Branch Ry.	Revenue received, including Windsor Branch Ry.
		$ cts.	$ cts.	$ cts.	$ cts.
Expenditure prior to Confederation		10,766,725 54			
" since "	1868	483,353 65		359,961 08	420,752 58
" " "	1869	282,615 18		387,548 47	455,022 76
" " "	1870	1,729,381 49		445,208 75	471,245 09
" " "	1871	2,916,782 13		442,993 31	565,713 52
" " "	1872	5,131,141 51		595,076 22	622,900 56
" " "	1873	5,201,450 37		1,011,892 60	703,458 26
" " "	1874	3,614,898 81		1,847,175 24	893,430 17
" " "	1875	3,426,099 55		1,532,589 62	861,593 43
" " "	1876	1,108,321 59		1,277,197 79	848,861 46
" " "	1877	1,318,352 19		1,661,673 55	1,154,445 35
" " "	1878	408,816 74		1,811,273 56	1,378,946 78
" " "	1879	226,639 19		2,010,183 22	1,294,099 69
" " "	1880	2,048,014 60		1,607,956 70	1,520,310 45
" " "	1881	608,732 80		1,780,353 53	1,777,856 76
" " "	1882	585,568 79		2,080,592 37	2,100,315 85
" " "	1883	1,616,632 96		2,383,477 20	2,395,034 99
" " "	1884	1,405,377 52		2,366,719 95	2,376,666 19
" " "	1885	1,195,363 08		2,460,229 87	2,392,605 00
" " "	1886	544,958 17		2,568,473 10	2,406,858 88
" " "	1887	823,070 86		2,854,158 91	2,621,337 41
" " "	1888	742,203 09		3,300,481 94	2,937,337 40
" " "	1889	655,228 13		3,174,785 19	2,923,736 46
" " "	1890	365,246 48		3,500,455 80	2,958,243 38
" " "	1891	79,929 34		3,691,273 65	3,007,630 51
" " "	1892	168,101 77		3,458,891 39	2,978,950 82
" " "	1893	228,984 79		3,062,207 45	3,099,815 20
" " "	1894	166,362 43		2,999,317 07	3,020,485 74
" " "	1895	327,034 51		2,964,940 98	2,979,795 59
" " "	1896	259,105 23		3,029,304 08	2,994,201 93
" " "	1897	145,142 00		2,936,789 71	2,906,631 25
" " "	1898	252,367 20	70,000 00	3,275,830 14	3,154,896 49
" " "	1899	1,081,929 94	210,000 00	3,478,559 30	3,775,558 08
" " "	1900	1,796,348 29		4,444,296 25	4,599,423 14
" " "	1901	3,633,836 57		5,477,285 30	5,019,497 76
" " "	1902	4,621,841 05		5,596,939 57	5,720,990 50
" " "	1903	2,254,266 68		6,214,496 38	6,366,884 53
" " "	1904	†1,880,856 60		7,264,263 13	6,392,865 48
" " "	1905	3,937,621 93		8,535,689 91	6,833,561 50
" " "	1906	‡3,765,170 90		7,599,400 33	7,693,282 40
" " "	1907	1,506,209 26		6,045,597 15	6,293,751 52
" " "	1908	4,363,494 01		9,195,347 64	9,229,989 21
Total		*77,673,576 92	280,000 00	130,664,887 40	122,148,984 07

* Including $296,872.90 charged to 'Consolidated Fund.'

† Expenditure for year $1,894,856 90
Less refunds of previous years 14,000 30

$1,880,856 60

‡ Expenditure for year $3,760,942 95
Add refunded cheque of 1901-2 paid during fiscal year 1905-6. ..... 4,227 95

$3,765,170 90

INTERCOLONIAL RAILWAY—*Concluded.*

Total cost of Construction as shown on page 32			$77,673,576 92
Less amounts transferred from Capital to Consolidated Fund as follows:—			
	Nova Scotia Ry.	European and North American Ry.	
1868	$ 16,800 99	$ 11,302 89	
1870	34,403 45	1,749 21	
1871	50,405 69	....	
1873	106,899 59	75,311 08	
	$ 208,509 72	$ 88,363 18	
		208,509 72	
			296,872 90
			†$77,376,704 02
Cape Breton Railway, page 37		3,860,679 14	
Oxford and New Glasgow Railway, page 36		1,949,063 21	
Eastern Extension Railway, page 34		1,324,042 81	
Montreal and European Short Line Railway, page 38		333,942 72	
Drummond County Railway, page 42		1,464,000 00	
Canada Eastern Railway, page 45		819,000 00	
			*9,750,727 88
Total capital cost of Intercolonial Railway system			$87,127,431 90

* Agreeing, less outstanding cheques, with Public Accounts, 1907-8, page 4.

† Includes $220.48 amount of an Exchequer Court award against the Oxford and New Glasgow Railway.

W. C. LITTLE,
Accountant.

Department of Railways and Canals,
Ottawa, July 31, 1908.

EASTERN EXTENSION RAILWAY.

——	Year.	Capital.	Working Expenses.	Revenue Received.
		$ cts.	$ cts.	$ cts.
Government expenditure prior to Confederation.				
" since "	1868			
" " "	1869			
" " "	1870			
" " "	1871			
" " "	1872			
" " "	1873			
" " "	1874			
" " "	1875			
" " "	1876			
" " "	1877			
" " "	1878			
" " "	1879			
" " "	1880			
" " "	1881			
" " "	1882			
" " "	1883			
" " "	1884	1,284,311 97	10,033 77	30,767 66
" " "	1885	2,055 92	78,273 65	73,050 01
" " "	1886	183 79	94,756 06	66,893 11
" " "	1887		94,254 04	64,107 10
" " "	1888		90,954 73	70,552 20
" " "	1889	34,235 73	90,719 04	72,436 65
" " "	1890		79,102 77	84,658 95
" " "	1891	3,255 40	*	†
" " "	1892		*	†
" " "	1893		*	†
" " "	1894		*	†
" " "	1895		*	†
" " "	1896		*	†
" " "	1897		*	†
" " "	1898		*	†
" " "	1899		*	†
" " "	1900		*	†
" " "	1901		*	†
" " "	1902		*	†
" " "	1903		*	†
" " "	1904		*	†
" " "	1905		*	†
" " "	1906		*	†
" " "	1907		*	†
" " "	1908		*	†
Total		‡ 1,324,042 81	538,094 06	462,465 68

* Included in Intercolonial Railway expenses. † Included in Intercolonial Railway revenue.
‡ Included in total cost of Intercolonial Railway system, page 33.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 31, 1908.

SESSIONAL PAPER No. 20

CARLETON BRANCH RAILWAY.

——	Year.	Capital.	Working Expenses.	Revenue Received.
		$ cts.	$ cts.	$ cts.
Government expenditure prior to Confederation	1868			
" since " "	1869			
" " " "	1870			
" " " "	1871			
" " " "	1872			
" " " "	1873			
" " " "	1874			
" " " "	1875			
" " " "	1876			
" " " "	1877			
" " " "	1878			
" " " "	1879			
" " " "	1880			
" " " "	1881			
" " " "	1882			
" " " "	1883			
" " " "	1884			
" " " "	1885			
" " " "	1886	85,610 69		
" " " "	1887	2,299 62		
" " " "	1888	500 17		
" " " "	1889			
" " " "	1890			
" " " "	1891			
" " " "	1892			
" " " "	1893			
" " " "	1894			
" " " "	1895			
" " " "	1896			
" " " "	1897			
" " " "	1898			
" " " "	1899			
" " " "	1900			
" " " "	1901			
" " " "	1902			
" " " "	1903			
" " " "	1904			
" " " "	1905			
" " " "	1906			
" " " "	1907			
" " " "	1908			
Total		*88,410 48		

* Victoria, chap. 6, transferred the Carleton Branch Railway to the city of St. John, N.B., for the sum of $40,000, which sum was paid in March, 1893, to the Receiver General.

W. C. LITTLE,
Accountant.

Department of Railways and Canals,
Ottawa, July 31, 1908.

OXFORD AND NEW GLASGOW.

—	Year.	Capital.	Working Expenses.
		$ cts.	$ cts.
Government expenditure prior to Confederation			
" since "	1868		
" " "	1869		
" " "	1870		
" " "	1871		
" " "	1872		
" " "	1873		
" " "	1874		
" " "	1875		
" " "	1876		
" " "	1877		
" " "	1878		
" " "	1879		
" " "	1880		
" " "	1881		
" " "	1882		
" " "	1883		
" " "	1884		
" " "	1885		
" " "	1886		
" " "	1887		
" " "	1888	280,932 35	
" " "	1889	840,553 57	
" " "	1890	434,074 60	
" " "	1891	220,886 39	
" " "	1892	48,745 23	
" " "	1893	7,922 80	
" " "	1894	112,382 75	
" " "	1895	*	
" " "	1896	*	
" " "	1897	3,565 52	
" " "	1898		
" " "	1899		
" " "	1900		
" " "	1901		
" " "	1902		
" " "	1903		
" " "	1904		
" " "	1905		
" " "	1906		
" " "	1907	*	
" " "	1908		
Total ...		‡ 1,949,063 21	†

* Included in Intercolonial Railway capital. † Included in Intercolonial Railway working expenses.
‡ Included in total cost of Intercolonial Railway system, page 33. Add $220.48 amount of Exchequer Court award in 1907 included in I. C. R.

W. C. LITTLE,,
Accountant.

Department of Railways and Canals,
Ottawa, July 31, 1908.

CAPE BRETON RAILWAY.

	Year.	Capital.	Working Expenses.
		$ cts.	$ cts.
Government expenditure prior to Confederation			
" since "	1868		
" " "	1869		
" " "	1870		
" " "	1871		
" " "	1872		
" " "	1873		
" " "	1874		
" " "	1875		
" " "	1876		
" " "	1877		
" " "	1878		
" " "	1879		
" " "	1880		
" " "	1881		
" " "	1882		
" " "	1883		
" " "	1884		
" " "	1885		
" " "	1886		
" " "	1887	76,501 89	
" " "	1888	689,450 50	
" " "	1889	1,083,276 60	
" " "	1890	1,170,523 62	
" " "	1891	521,441 62	
" " "	1892	99,936 96	
" " "	1893	59,982 74	
" " "	1894	158,770 61	
" " "	1895	*	
" " "	1896	*	
" " "	1897	405 00	
" " "	1898	389 60	
" " "	1899		
" " "	1900		
" " "	1901		
" " "	1902		
" " "	1903		
" " "	1904		
" " "	1905		
" " "	1906		
" " "	1907		
" " "	1908		
Total		§3,860,679 14	†

* Included in Intercolonial Railway capital. † Included in Intercolonial Railway working expenses.
§ Included in total cost of Intercolonial Railway system, see page 33.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 31, 1908.

MONTREAL AND EUROPEAN SHORT LINE RAILWAY.

——	Year.	Construction.	Working Expenses.
		$ cts.	$ cts.
Government expenditure prior to Confederation			
" since " "	1868		
" " "	1869		
" " "	1870		
" " "	1871		
" " "	1872		
" " "	1873		
" " "	1874		
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" " "	1882		
" " "	1883		
" " "	1884		
" " "	1885	49,587 45	
" " "	1886	135,214 38	
" " "	1887	24,157 32	
" " "	1888	397 35	
" " "	1889		
" " "	1890		
" " "	1891	124,568 23	
" " "	1892		
" " "	1893		
" " "	1894	17 99	
" " "	1895		
" " "	1896		
" " "	1897		
" " "	1898		
" " "	1899		
" " "	1900		
" " "	1901		
" " "	1902		
" " "	1903		
" " "	1904		
" " "	1905		
" " "	1906		
" " "	1907		
" " "	1908		
Total		*333,942 72	

* Included in total cost of Intercolonial Railway system, page 33.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 31, 1908.

SESSIONAL PAPER No. 20

PRINCE EDWARD ISLAND RAILWAY.

——	Year.	Construction.	Working Expenses.	Revenue received.
		$ cts.	$ cts.	$ cts.
Government expenditure prior to Confederation		3,114,735 11		
" since " "	1874		750 00	
" " " "	1875	46,086 63	49,344 62	24,493 99
" " " "	1876	42,546 10	219,930 43	118,060 96
" " " "	1877	200,000 00	228,595 25	130,664 92
" " " "	1878	6,551 86	221,599 49	135,899 60
" " " "	1879	40,129 05	223,313 12	125,855 91
" " " "	1880	16,539 82	164,640 55	113,851 11
" " " "	1881		203,122 88	131,131 43
" " " "	1882	402 03	228,259 97	137,267 54
" " " "	1883	57,186 02	252,808 41	146,170 42
" " " "	1884	130,663 38	236,428 13	144,504 12
" " " "	1885	76,956 56	211,207 01	158,588 06
" " " "	1886	4,668 33	216,744 34	155,584 36
" " " "	1887	5,800 00	204,237 45	155,303 37
" " " "	1888		229,639 95	158,363 62
" " " "	1889		247,559 44	171,369 56
" " " "	1890		266,485 85	160,971 78
" " " "	1891		257,990 08	174,258 05
" " " "	1892	8,300 49	289,706 38	157,442 69
" " " "	1893		226,422 17	162,690 42
" " " "	1894		226,891 06	158,533 83
" " " "	1895		232,905 19	149,654 78
" " " "	1896		225,138 56	146,476 54
" " " "	1897		240,489 90	153,443 13
" " " "	1898	17,541 88	231,418 74	158,950 61
" " " "	1899	22,000 00	218,053 01	165,012 03
" " " "	1900	53,546 02	220,931 81	174,738 73
" " " "	1901	280,173 93	261,766 24	193,883 48
" " " "	1902	475,997 94	270,159 97	197,999 93
" " " "	1903	829,414 18	259,637 82	217,714 24
" " " "	1904	698,877 47	335,695 44	234,390 03
" " " "	1905	591,412 65	370,464 44	217,330 61
" " " "	1906	496,124 89	294,253 16	257,270 57
" " " "	1907	91,710 52	283,148 50	215,434 97
" " " "	1908	390,461 83	399,947 79	304,579 83
Total		*7,697,826 69	8,249,687 15	5,607,885 22

* Agrees with Public Accounts Balance Sheet, 1907-1908, page 4.

W. C. LITTLE,
Accountant

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 31 1908

CANADIAN PACIFIC RAILWAY.

	Year.	Construction, including subsidy of $25,000,000.	Working Expenses.	Revenue received.
		$ cts.	$ cts.	$ cts.
Government expenditure prior to Confederation				
" since. "	1868			
" " "	1869			
" " "	1870			
" " "	1871	30,148 32		
" " "	1872	489,428 16		
" " "	1873	561,818 44		
" " "	1874	310,224 88		
" " "	1875	1,546,241 67		
" " "	1876	3,346,567 06		
" " "	1877	1,691,149 97		
" " "	1878	2,228,373 13		
" " "	1879	2,240,285 47		
" " "	1880	4,044,522 72	78,892 01	104,975 69
" " "	1881	4,968,503 93	236,944 98	291,498 06
" " "	1882	(1) 4,589,075 79	1,786 20	
" " "	1883	(2) 10,033,800 04	266 09	
" " "	1884	(3) 11,192,722 02	327 02	
" " "	1885	(4) 9,900,281 53		
" " "	1886	(5) 3,672,584 81		
" " "	1887	(6) 915,057 49		
" " "	1888	52,098 65		
" " "	1889	86,716 07		
" " "	1890	40,980 54		
" " "	1891	37,367 00		
" " "	1892	66,211 39		
" " "	1893	413,836 49		
" " "	1894	146,539 87		
" " "	1895	49,209 77		
" " "	1896	65,669 49		
" " "	1897	14,054 50		
" " "	1898	692 17		
" " "	1899	8,418 53		
" " "	1900	236 11		
" " "	1901	8,978 87		
" " "	1902	448 70		
" " "	1903			
" " "	1904	33,076 39		
" " "	1905			
" " "	1906			
" " "	1907			
" " "	1908	600 00		
Total		*62,785,919 97	318,216 30	396,473 75

* Agrees with Public Accounts Balance Sheet, 1907-1908, page 8.

(1) Including $ 2,210,000 00 on account subsidy.
(2) " 5,323,076 60 "
(3) " 7,254,208 27 "
(4) " 6,862,201 00 "
(5) " 2,890,427 00 "
(6) " 460,087 13 "

†$25,000,000 00

† *See* also statement No. 3, page 50, for the expenditure.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 31 1908.

SESSIONAL PAPER No. 20

ANNAPOLIS AND DIGBY RAILWAY.

	Year.	Capital.	Income Expenses.
		$ cts.	$ cts.
Government expenditure prior to Confederation			
" since. "	1868		
" " "	1869		
" " "	1870		
" " "	1871		
" " "	1872		
" " "	1873		
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" " "	1887		
" " "	1888		
" " "	1889	9,847 27	
" " "	1890	381,942 75	
" " "	1891	196,869 36	
" " "	1892	26,129 89	
" " "	1893	2,190 62	
" " "	1894	1,675 36	
" " "	1895	570 55	
" " "	1896		
" " "	1897	41,457 29	
" " "	1898		
" " "	1899		
" " "	1900		
" " "	1901		8,381 82
" " "	1902		
" " "	1903		
" " "	1904		
" " "	1905		
" " "	1906		
" " "	1907		
" " "	1908		
Total		*660,683 09	8,381 82

* Of this amount Parliament voted under 52 Vic., chap. 8, the sum of $500,000 as a subsidy to the Western Counties Railway.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 31, 1908.

DRUMMOND COUNTY RAILWAY,

——	Year.	Construction.	Working Expenses.
		$ cts.	$ cts.
Government expenditure prior to Confederation	...		
" since. "	1868		
" " "	1869		
" " "	1870		
" " "	1871		
" " "	1872		
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" " "	1899		
" " "	1900	1,459,000 00	
" " "	1901		
" " "	1902	5,000 00	
" " "	1903		
" " "	1904		
" " "	1905		
" " "	1906		
" " "	1907		
" " "	1908		
Total		*1,464,000 00	

* Included in total cost of Intercolonial Railway system, page 33.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 31, 1908.

YUKON TERRITORY WORKS.

(Stikine Teslin Railway.)

	Year.	Construction.
		$ cts.
Government expenditure prior to Confederation		
" since "	1868	
" " "	1869	
" " "	1870	
" " "	1871	
" " "	1872	
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" " "	1896	
" " "	1897	
" " "	1898	
" " "	1899	
" " "	1900	
" " "	1901	
" " "	1902	283,323 55
" " "	1903	
" " "	1904	
" " "	1905	
" " "	1906	
" " "	1907	
" " "	1908	
Total.		*283,323 55

*Included in Public Accounts Balance Sheet, 1902-1903, page 6.

W. C. LITTLE,
Accountant.

Department of Railways and Canals,
Ottawa, July 31, 1908.

NATIONAL TRANSCONTINENTAL RAILWAY.

	Year.	Construction.
		$ cts.
Government expenditure prior to Confederation		
" since "	1868	
" " "	1869	
" " "	1870	
" " "	1871	
" " "	1872	
" " "	1873	
" " "	1874	
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" " "	1899	
" " "	1900	
" " "	1901	
" " "	1902	
" " "	1903	
" " "	1904	6,249 40
" " "	1905	778,491 28
" " "	1906	1,841,269 95
" " "	1907	5,537,867 50
" " "	1908	18,910,449 41
Total		*27,074,327 54

* Agrees with Public Accounts Balance Sheet, 1907-1908, page 4.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 31, 1908.

CANADA EASTERN RAILWAY.

	Year.	Construction.
		$ cts.
Government expenditure prior to Confederation	1868	
" since "	1869	
" " "	1870	
" " "	1871	
" " "	1872	
" " "	1873	
" " "	1874	
" " "	1875	
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" " "	1899	
" " "	1900	
" " "	1901	
" " "	1902	
" " "	1903	
" " "	1904	
" " "	1905	800,000 00
" " "	1906	
" " "	1907	
" " "	1908	19,000 00
Total		* 819,000 00

* Included in total cost of Intercolonial Railway system, page 33.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 31, 1908.

STATEMENT showing amount expended on Capital Account on Railways.

Railways.	—	—
	$ cts.	$ cts.
Intercolonial	77,376,483 54	
Cape Breton	3,860,679 14	
Oxford and New Glasgow	1,949,283 69	
Eastern Extension	1,324,042 81	
Drummond County	1,464,000 00	
Montreal and European Short Line	333,942 72	
Canada Eastern	819,000 00	
		87,127,431 90
Carleton Branch		48,410 48
Prince Edward Island		7,697,826 69
Canadian Pacific		62,785,919 97
Annapolis and Digby		660,683 09
Yukon Territory Works (Stikine-Teslin Ry.)		283,323 55
National Transcontinental		27,074,327 54
Governor General's Car		56,538 82
Total		185,734,462 04
Memo. re Recapitulation—Railways.		
Total cost as per statement above		185,734,462 04
Add amounts transferred from Capital to Consolidated Fund, Intercolonial Railway, see statement, page 33		296,872 90
Agreeing with total of Construction, as per statement, page 47		186,031,334 94

W. C. LITTLE,
Accountant

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 31, 1908.

RECAPITULATION—GOVERNMENT RAILWAYS.

	Year.	Construction.	Working Expenses.	Revenue.
		$ cts.	$ cts.	$ cts.
Government expenditure prior to Confederation	.....	13,881,460 65	.....	.....
" since "	1868	483,353 65	359,961 08	420,752 58
" " "	1869	282,615 18	387,548 47	455,022 76
" " "	1870	1,729,381 49	445,208 75	471,245 09
" " "	1871	2,946,930 45	442,993 31	565,713 52
" " "	1872	5,620,569 67	595,076 22	622,900 56
" " "	1873	5,763,268 81	1,011,892 60	703,458 26
" " "	1874	3,925,123 69	1,847,925 24	893,430 17
" " "	1875	5,018,427 85	1,581,934 24	886,087 42
" " "	1876	4,497,434 75	1,497,128 22	966,922 42
" " "	1877	3,209,502 16	1,890,268 80	1,285,110 27
" " "	1878	2,643,741 73	2,032,873 05	1,514,846 38
" " "	1879	2,507,053 71	2,233,496 34	1,419,955 60
" " "	1880	6,109,077 14	1,851,489 26	1,739,137 25
" " "	1881	5,577,236 73	2,220,421 39	2,200,486 25
" " "	1882	5,175,046 61	2,310,638 54	2,237,583 39
" " "	1883	11,707,619 02	2,636,551 70	2,541,205 41
" " "	1884	14,013,074 89	2,613,508 87	2,551,937 97
" " "	1885	11,224,244 54	2,749,710 53	2,624,243 07
" " "	1886	4,443,220 17	2,819,973 50	2,628,336 35
" " "	1887	1,846,887 18	3,152,650 40	2,840,747 88
" " "	1888	1,765,582 11	3,621,076 62	3,166,253 22
" " "	1889	2,709,857 37	3,513,063 67	3,167,542 67
" " "	1890	2,392,767 99	3,846,044 42	3,203,874 11
" " "	1891	1,184,317 34	3,949,263 73	3,181,888 56
" " "	1892	417,425 73	3,748,597 77	3,136,393 51
" " "	1893	712,917 44	3,288,629 62	3,262,505 62
" " "	1894	585,749 01	3,226,208 13	3,179,019 57
" " "	1895	376,814 83	3,197,846 17	3,129,450 37
" " "	1896	324,774 72	3,254,442 64	3,140,678 47
" " "	1897	204,624 31	3,195,959 58	3,060,074 38
" " "	1898	270,990 85	3,507,248 88	3,313,847 10
" " "	1899	1,112,348 47	3,696,612 31	3,940,570 11
" " "	1900	3,309,130 42	4,665,228 06	4,774,161 87
" " "	1901	3,922,989 37	5,739,051 54	5,213,381 24
" " "	1902	5,386,611 24	5,861,099 54	5,918,990 43
" " "	1903	3,083,680 86	6,474,134 20	6,584,598 77
" " "	1904	2,619,059 86	7,599,958 57	6,627,255 51
" " "	1905	6,125,481 79	8,906,154 35	7,050,892 11
" " "	1906	6,102,565 74	7,893,653 49	7,950,552 97
" " "	1907	7,174,370 17	6,328,745 65	6,509,186 49
" " "	1908	23,684,005 25	9,595,295 43	9,534,569 04
Total	.....	*186,071,334 94	139,789,564 88	128,614,808 72

* Total amount paid on Construction $186,071,334 94

Less amount received from the City of St. John, N.-B., as purchase of the Carleton Branch Railway..... 40,000 00

Total cost of Construction..... †$186,031,334 94

† Agreeing with amount expended on Capital, see page 46.

W. C LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 31, 1908.

STATEMENT showing Miscellaneous Expenditure, yearly, by the Department of Railways and Canals.

Year ending.	Chargeable to Capital.	CHARGEABLE TO INCOME.			CHARGEABLE TO REVENUE.			Total, Yearly Expenditure
	Canals.	Canals.	Railways.	General.	Canals.	Railways.	General.	
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
1868.				6,305 66	12,000 00		2,416 66	20,722 32
1869.				8,367 52	12,000 00		1,000 00	21,367 52
1870.				7,853 03	18,698 89		7,679 78	34,231 70
1871.				34,773 72	12,018 98			46,792 70
1872.				20,049 50	12,208 76			32,258 26
1873.				36,891 74	12,099 44		6,889 20	55,880 38
1874.				40,098 84	12,959 25		5,428 98	58,487 07
1875.				35,579 24	12,047 43		5,620 17	53,246 84
1876.				42,920 10	86 08		5,690 28	48,696 46
1877.					51 87	43,639 97		43,691 84
1878.		1,860 00			556 00		34,388 59	36,804 59
1879.								
1880.		2,561 55			323 16			2,884 71
1881.		2,338 41			5,535 22			7,873 63
1882.					9,826 23			9,826 23
1883.		11,781 27			6,978 54			18,759 81
1884.		7,486 62	62,256 58		8,305 41			78,048 61
1885.		16,725 47	11,003 38		1,210 61			28,939 46
1886.		20,323 62	10,383 59		776 30			31,483 51
1887.		20,873 21	23,545 34		649 04			45,067 59
1888.		34,533 07	22,898 90		5,799 83			63,231 80
1889.		10,091 87	16,552 64		5,207 64			31,852 15
1890.		16,426 69	50,909 74		49,550 21			116,886 64
1891.		16,925 31	16,314 41		56,922 05			90,161 77
1892.		6,540 49	19,062 51		65,074 07			90,677 07
1893.		8,498 41	4,313 73	28,640 93	63,965 54			105,418 61
1894.		4,178 85	4,855 11	15,746 31	60,265 22			85,045 49
1895.		10,695 48	13,221 27	19,304 87	60,769 56			103,991 18
1896.		10,893 40	6,562 20	25,194 21	70,340 22			112,990 03
1897.		2,937 47	5,118 99	25,142 90	62,777 12		597 39	96,573 87
1898.		1,719 69	8,327 96	28,042 10	56,284 42	1,400 00		95,774 17
1899.		1,318 79	67,005 86	22,085 19	66,850 29			157,260 13
1900.		11,873 35	33,496 99	22,802 18	58,836 57			127,009 09
1901.		12,267 99	28,658 78	33,986 68	61,938 61			136,852 06
1902.		3,658 23	21,752 58	34,138 50	65,770 65			125,319 96
1903.		2,491 84	15,570 43	35,398 00	63,175 19			116,635 46
1904.		3,730 79	85,353 17	36,262 32	66,067 30			191,413 58
1905.		1,498 14	97,507 00	38,660 52	64,515 07			202,180 73
1906.		9,160 44	99,018 80	37,484 64	62,171 45			207,835 33
1907.		9,687 55	92,115 62	34,183 75	66,251 27			202,238 19
1908.	14,999 70	24,760 08	178,266 39	45,115 99	105,518 99			368,661 15
	14,999 70	287,838 08	994,071 97	715,028 44	1,376,382 48	45,039 97	69,711 05	3,503,071 69

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 31, 1908.

SESSIONAL PAPER No. 20

RECAPITULATION—RAILWAYS AND CANALS, TO MARCH 31, 1908.

Expenditure.

Chargeable to Capital Account—			
Railways, *see* Statement page 46		$ 185,734,462 04	
Canals " " 28 and 48		93,457,874 28	
			$ 279,192,336 32
Chargeable to Consolidated Fund—			
*Railway Subsidies as per Statement No. 3, page 54		$ 37,616,131 84	
Income Account—			
Intercolonial Railway *see* page 32	$ 280,000 00		
Add transferred from Capital " 33	296,872 90		
Railways " 48	994,071 97		
Canals " 28	5,062,331 06		
" " 48	287,838 08		
General, Railways and Canals " 48	715,028 44		
		7,636,142 45	
Revenue Account—			
Canals—Operating and maintaining staff, *see* page 28	$ 10,704,749 45		
Canals—Repairs, *see* page 28	8,563,152 32		
" " " 48	1,376,382 48		
Railways—Working expenses, *see* page 47	139,789,564 88		
" " " 48	45,039 97		
General—Railways and Canals " 48	69,711 05		
		160,548,600 15	
			205,806,874 44
Total expenditure on Railways and Canals			$ 484,993,210 76

EXPENDITURE AS ABOVE SEPARATED AS BETWEEN RAILWAYS AND CANALS.

Railways.

Capital Account	$ 185,734,462 04	
Consolidated Fund	179,021,681 56	
		$ 364,756,143 60

Canals.

Capital Account	$ 93,457,874 28	
Consolidated Fund	25,994,453 39	
		119,452,327 67

General, Common to both.

Consolidated Fund	784,739 49
Total expenditure on Railways and Canals	$ 484,993,210 76

REVENUE, SEPARATED AS BETWEEN RAILWAYS AND CANALS.

Railways—Revenue received from July 1, 1867, to March 31, 1908 (for details *see* page 47)	$ 128,614,808 72
Canals " " " " " " 28)	13,763,468 60
Total revenue, Railways and Canals	$ 142,378,277 32

*This amount does not include the subsidy of $25,000,000 to the Canadian Pacific Railway, nor the amount $660,683.09 expended on the Annapolis and Digby Railway, both of which are included in Capital Account, nor the annual payment of $119,700 to the Provincial Government of Quebec, being interest at the rate of 5 per cent on the sum of $2,394,000 up to 1905, granted by 47 Vict., cap. 8 (1884) and the annual payment of $107,730, being interest at the rate of 4½ per cent since and including 1905 on the said sum of $2,394,000, for the line between Ottawa and Quebec which sum was transferred to the Public Debt as a liability, and is dealt with by the Finance Department, (*see* Public Accounts, 1898-1904, Page X, and page 79, 1906).

W. C. LITTLE,
Accountant.

Department of Railways and Canals,
Ottawa, July 31, 1908.

STATEMENT showing Subsidies voted for Railways as to which Contracts

SUBSIDIES VOTED.			RAILWAYS.	July 1, 1883, to June 30, 1901.
Authority.	Amount.			
	$ cts.			$ cts.
46 Vic., chap. 25	156,800 00		International Railway, Quebec	156,800 00
53 " 2				
45 " 14	384,000 00		Quebec and Lake St. John Railway, Quebec	1,006,743 50
46 " 25	80,000 00			
48-49 " 59	96,000 00			
49 " 10	186,295 00			
50-1 " 24	28,800 00			
51 " 3	96,000 00			
52 " 3	64,000 00			
53 " 2	30,000 00			
54-5 " 8	5,250 00			
57-8 " 4	44,800 00			
46 " 25	89,600 00		Kingston, Napanee and Western Ry., formerly Napanee, Tamworth and Quebec Ry., Ontario	208,732 80
49 " 10	70,000 00			
50-1 " 24	12,800 00			
52 " 3	32,000 00			
55-6 " 5	64,000 00			
47 " 8	272,000 00		Pontiac Pacific Junction Railway, Quebec	193,578 00
51 " 3	41,000 00			
53 " 2	24,000 00			
46 " 25	115,200 00		Caraquet Railway, N.B	224,000 00
47 " 8	76,800 00			
50-1 " 24	32,000 00			
47 " 8	32,000 00		Canadian Northern Quebec Ry. Co., formerly Great Northern Ry., Quebec	520,011 11
49 " 10	57,600 00			
52 " 3	22,400 00			
53 " 2	48,000 00			
56 " 2	48,000 00			
57-8 " 4	70,400 00			
*	*			
47 " 8	48,000 00		Kingston and Pembroke Railway, Ontario	48,000 00
45 " 14	660,000 00		Northern and Pacific Junction Railway, Ontario	1,320,000 00
46 " 26	660,000 00			
53 " 2				
47 " 8	128,000 00		Canada Eastern Ry., formerly Northern and Western Ry., N.B., including also Chatham Branch Ry	374,839 84
48-9 " 59	19,200 00			
49 " 10	32,000 00			
48-9 " 59	24,439 84			
51 " 3	140,800 00			
57-8 " 4	35,200 00			
62-3 " 7	*			
47 " 8	60,342 00		Quebec Central Railway, Quebec	348,342 00
51 " 3				
53 " 2	288,000 00			
48-9 " 59	72,000 00		Montreal and Sorel Railway, Quebec	93,757 57
53 " 2	40,000 00			
48-9 " 59	30,000 00		Montreal and Champlain Junction Railway, Quebec	103,600 00
50-1 " 24	64,000 00			
51 " 3	9,600 00			
46 " 25	38,400 00		Elgin, Petitcodiac and Havelock Railway, N.B	82,652 82
51 " 3	44,252 82			
47 " 8	22,400 00		St. Louis and Richibucto Railway, N.B	22,400 00
48-9 " 59	96,000 00		Canada Atlantic Railway, Ontario	282,355 20
49 " 10	38,400 00			
50-1 " 24	180,000 00			
47 " 6	750,000 00		Esquimalt and Nanaimo Railway, B.C	750,000 00
47 " 8	96,000 00		Erie and Huron Railway, Ontario	96,000 00
46 " 25	320,000 00		Baie des Chaleurs Railway, Quebec	620,000 00
47 " 8	300,000 00			
52 " 3				
			Carried forward	6,451,812 84

have been entered into and Payments made up to March 31, 1908.

Payments.							Total March 31, 1908.
1901-1902.	1902-1903.	1903-1904.	1904-1905.	1905-1906.	1906-1907.	1907-1908.	
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
							156,800 00
				86,016 00	67,712 00	73,472 00	1,233,943 50
							208,732 80
							193,578 00
							224,000 00
	37,777 20					256,870 40	814,658 71
							48,000 00
							1,320,000 00
							374,839 84
						55,638 69	403,980 69
							93,757 57
							103,600 00
							82,652 82
							22,400 00
							282,355 20
							750,000 00
							96,000 00
							620,000 00
	37,777 20			86,016 00	67,712 00	385,981 09	7,029,299 13

STATEMENT showing Subsidies Voted for Railways as to which Contracts have

SUBSIDIES VOTED. Authority.	Amount.	RAILWAYS.	July 1, 1883 to June 30, 1901.
	$ cts.		$ cts.
		Brought forward	6,451,812 84
48-9 Vic., chap. 59	118,400 00	New Brunswick and Prince Edward Railway, N.B.	113,440 00
50-1 " 24	217,600 00	Laurentian Railway, formerly St. Lawrence, Lower Laurentian and Saguenay Ry., Quebec	217,600 00
49 " 10	11,200 00	L'Assomption Railway, Quebec	11,200 00
49 " 10	32,000 00	Great Eastern Railway, Quebec	40,345 00
50-1 " 24	96,000 00		
56 " 2	64,000 00		
53 " 2	37,500 00		
47 " 8	160,000 00	Irondale, Bancroft and Ottawa Railway, Ontario	144,000 00
52 " 3			
49 " 10	96,000 00	Buctouche and Moncton Railway, N.B.	101,600 00
50-1 " 24	6,400 00		
47 " 8	51,200 00	Albert Southern Railway, N.B.	50,460 00
52 " 3			
56-1 " 24	65,200 00	Lake Temiscamingue Colonization Railway, Quebec	310,335 95
57-8 " 4	274,940 00		
49 " 10	38,400 00	Joggins Railway, N.S.	37,500 00
50-1 " 24	4,000 00		
45 " 14	240,000 00	Temiscouata Railway, N.B., and Quebec	645,950 00
48-9 " 58	258,000 00		
51 " 3	100,000 00		
53 " 2	51,200 00		
48-9 " 59	44,800 00	Leamington and St. Clair Railway, Ontario	51,200 00
50-1 " 24	6,400 00		
49 " 10	16,000 00	Toronto, Grey and Bruce Railway, Ontario	14,656 00
50-1 " 24	22,400 00	Dominion Lime Co., Quebec	15,360 00
49 " 10	256,000 00	West Ontario Pacific Railway and Ontario and Quebec Railway	256,000 00
53 " 2			
50-1 " 24	96,000 00	Drummond County Railway, Quebec	423,936 00
52 " 3	14,400 00		
53 " 2	76,800 00		
57-8 " 4	96,000 00		
48-9 " 59	128,000 00	Brockville, Westport and Sault Ste. Marie Ry., Ont.	105,200 00
53 " 2			
54-5 " 8	64,000 00		
57-8 " 4			
49 " 10	32,000 00	Montreal and Lake Maskinongé Railway, Quebec	41,280 00
53 " 2	10,200 00		
50-1 " 24	54,400 00	South Norfolk Railway, Ontario	54,400 00
50-1 " 24	51,200 00	Guelph Junction Railway, Ontario	46,000 00
48-9 " 59	22,400 00	Belleville and North Hastings Railway, Ontario	21,898 00
49 " 10			
49 " 10	108,800 00	Hereford Railway, Quebec	155,200 00
52 " 3	48,000 00		
50-1 " 24	118,400 00	Lake Erie and Detroit River Railway, Ontario	3 '8,731 00
55-6 " 5	224,000 00		
62 3 " 7	*		
50-1 " 24	62,400 00	Beauharnois Junction Railway, Quebec	62,400 00
56 " 2			
50-1 " 24	138,400 00	St. Catharines and Niagara Central Railway, Ontario	38,400 00
55-6 " 5	108,000 00		
57-8 " 4	108,800 00		
52 " 3	30,000 00	Fredericton and St. Mary's Railway Bridge Co., N.B.	30,000 00
50-1 " 24	9,600 00	Harvey Branch Railway Co., N.B.	5,553 57
55-6 " 5	240,000 00	Nova Scotia Central Railway Co., N.S.	235,200 00
61 " 1			
50-1 " 24	44,800 00	Cumberland Railway and Coal Co., N.S.	39,850 00
52 " 3	19,200 00	Pontiac and Renfrew Railway Co., Ontario	13,600 00
52 " 3	54,400 00	Thousand Islands Railway Co., Ontario	24,400 00
63-4 " 8	*		
		Carried forward	10,097,498 36

been entered into and Payments made up to March 31, 1908.—*Continued.*

Payments.							Total March 31, 1908.
1901-02.	1902-03.	1903-04.	1904-05.	1905-06.	1906-07.	1907-08.	
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
	37,777 20			86,016 00	67,712 00	385,981 09	7,029,299 13
							113,440 00
							217,600 00
							11,200 00
							40,345 00
							144,000 00
							101,600 00
							50,460 00
							310,335 95
							37,500 00
							645,950 00
							51,200 00
							14,656 00
							15,360 00
							256,000 00
							423,936 00
					35,600 00		140,800 00
							41,280 00
							54,400 00
							46,000 00
							21,888 00
							155,200 00
137,120 00							475,851 00
							62,400 00
							38,400 00
							30,000 00
							5,553 57
							235,200 00
							39,850 00
							13,600 00
5,440 00							29,840 00
142,560 00	37,777 20			86,016 00	103,312 00	385,981 09	10,853,144 65

STATEMENT showing the Subsidies voted for Railways as to which Contracts have

SUBSIDIES VOTED. Authority.	Amount.	RAILWAYS.	July 1, 1883, to June 30, 1901.
	$ cts.		$ cts.
		Brought forward	10,097,498 36
52 Vic., chap. 3	96,000 00	Quebec, Montmorency & Charlevoix Ry. Co. Quebec	96,000 00
56 " 3			
52 " 3	375,000 00	St. Clair Frontier Tunnel Co., Ontario	375,000 00
50-1 " 24	57,600 00	Brantford, Waterloo and Lake Erie Railway, Ontario	57,600 00
57-8 " 4			
51 " 3	287,200 00	Port Arthur, Duluth and Western Railway, Ontario	271,200 00
53 " 2			
50-1 " 24	192,000 00	Montreal and Ottawa Railway, Ontario	192,000 00
53 " 2			
54-5 " 8			
57-8 " 4			
50-1 " 24	44,800 00	Cornwallis Valley Railway, N.S.	44,800 00
52 " 3			
52 " 3	320,000 00	Ottawa Northern & Western Ry., Quebec, formerly Ottawa and Gatineau Railway	284,128 00
57-8 " 6	64,000 00		
60-1 " 4	*		
47 " 8		Central Railway N. B.	226,012 54
51 " 3			
52 " 3	83,612 54		
53 " 2	142,400 00		
57-8 " 4	48,000 00		
61 " 1			
62-3 " 1			
53 " 2	361,270 00	Montreal and Western Railway, Quebec	361,270 00
52 " 3	128,000 00	Parry Sound Colonization Railway, Ontario	152,800 00
57-8 " 4	64,000 00	Shuswap and Okanagan Railway, B.C	163,200 00
52 " 3	163,200 00		
54-5 " 8	89,600 00	Tobique Valley Railway, N. B	134,016 00
53 " 2	35,200 00		
55-6 " 5	9,600 00		
53 " 2	112,000 00	Columbia and Kootenay Railway, B.C.	88,800 00
53 " 2	35,200 00	Waterloo Junction Railway, Ontario	32,800 00
53 " 2	99,200 00	Orford Mountain Railway, Quebec	84,800 00
53 " 2	57,600 00	St. Lawrence and Adirondack Railway, Quebec	149,481 60
55-6 " 5	25,024 00		
55-6 " 5	*40,000 00	New Glasgow Iron, Coal and Railway Company, N.S.	39,840 00
56 " 2	102,400 00	United Counties Railway, Quebec	188,816 00
57-8 " 4	102,400 00		
55-6 " 5	*21,600 00	Philipsburg Junction Ry. Quarry Company, Quebec	23,712 00
55-6 " 5	*430,400 00	Ottawa, Arnprior and Parry Sound Railway, Ontario	779,712 00
56 " 2	67,200 00	Montfort Colonization Railway, Quebec	167,440 00
57-8 " 4	38,400 00		
60-61 " 4	66,000 00		
55-6 " 5	48,000 00	Lotbinière and Mégantic Railway, Quebec	96,000 00
57-8 " 4	48,000 00		
56 " 2	48,000 00	Grand Trunk, Georgian Bay & Lake Erie Ry., Ont.	39,744 00
55-6 " 5	80,000 00	Canadian Pacific Ry., B.C., Revelstoke to Arrow Lake	80,000 00
57-8 " 4	121,600 00	Nakusp and Slocan Railway, B. C.	117,760 00
55-7 " 5	89,600 00	Dominion Coal Company, N.S.	87,808 00
56 " 2	22,400 00	Oshawa Railway and Navigation Company, Ontario	22,400 00
57-8 " 4	*51,200 00	Tilsonburg, Lake Erie and Pacific Railway, Ontario	69,271 48
56 " 2	*11,200 00	St. Stephen's and Milltown Railway, N.B.	14,848 00
57-8 " 4	*38,400 00	Gulf Shore Railway Company, N.B.	53,699 20
57-8 " 4	9,600 00	Cap de la Madeleine Railway, Quebec	7,424 00
56 " 2	32,000 00	Ontario, Belmont & Northern Ry. Company, Ont.	30,720 00
*	*	Coast line of Nova Scotia, now Halifax & Yarmouth Ry.	90,400 00
*	*	Ottawa and New York Railway Company, Ontario	262.384 00
		Carried forward	14,983,385 18

been entered into and Payments made up to March 31st, 1908.—*Continued.*

Payments.							Total March 31, 1908.
1901-02.	1902-03.	1903-04.	1904-05.	1905-06.	1906-07.	1907-08.	
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
142,560 00	37,777 20			86,016 60	103,312 00	385,981 09	10,853,144 65
							96,000 00
							375,000 00
							57,600 00
							271,200 00
							192,000 00
							44,800 00
8,192 00		118,368 00				4,243 20	414,931 20
							226,012 54
							361,270 00
							152,800 00
							163,200 00
							134,016 00
							88,800 00
							32,800 00
			38,250 00	45,764 50		24,128 00	192,942 50
							149,481 60
							39,840 00
							188,816 00
							23,712 00
							779,712 00
							167,440 00
							96,000 00
							39,744 00
							80,000 00
							117,760 00
							87,808 00
							22,400 00
	44,160 00	4,000 00					117,431 48
							14,848 00
							53,699 20
							7,424 00
							30,720 00
	60,000 00	9,600 00					160,000 00
							262,384 00
150,752 00	141,937 20	131,968 00	38,250 00	131,780 50	103,312 00	414,352 29	16,095,737 17

STATEMENT showing Subsidies voted for Railways as to which Contracts have

Subsidies Voted.		Railways.	July 1, 1883, to June 30, 1901.
Authority.	Amount.		
	$ cts.		$ cts.
		Brought forward	14,983,385 18
60-61 V., chap. 5	3,630,000 00	Canadian Pacific Railway Co., B.C. (Crow's Nest Pass)	3,321,774 00
60-61 " 4 / 63 " 3	500,000 00	Grand Trunk Ry. Co., " Victoria Jubilee Bridge," Que.	500,000 00
*	*	International Ry. of New Brunswick formerly Restigouche and Western Ry. Co.	46,930 00
*	*	East Richelieu Railway Co., Quebec	69,952 00
*	*	South Shore Railway, Quebec	119,290 19
*	*	Pembroke Southern Railway, Ontario	64,000 00
*	*	Massawippi Valley Railway Co., Quebec	5,376 00
*	*	Inverness and Richmond Co., N.S., now Inverness Ry. and Coal Co.	132,300 00
*	*	Canadian Northern Railway Co., Ontario, Manitoba and N.W.T.	537,600 00
*	*	Canadian Pacific Railway Co. (Pipestone Branch)	92,800 00
*	*	Central Ontario Railway Co., Ontario	67,200 00
*	*	Midland Railway Co., N.S.	170,264 00
62-3 Vic., chap. 7 / 63-4 " 8	1,000,000 00	Quebec Bridge Co., Quebec	74,570 00
*	*	St. Mary River Railway Co., N.W.T.	75,000 00
60-1 Vic., chap. 4 / 63-4 " 2	212,500 00	Pontiac and Pacific and Ottawa and Gatineau Ry. Co. (Interprovincial Bridge over Ottawa River)	212,500 00
1 Ed. VII., ch. 7	*	Atlantic and Lake Superior Railway, Quebec	
1 " 7	*	Montreal and Province Line Railway, Quebec	
62-3 Vic., chap. 7	*	York and Carleton Railway, N.B.	
62-3 " 7 / 63-4 " 8 / 1 Ed. VII., ch. 7	*	Algoma Central and Hudson Bay Railway, Ontario	
*	*	Cape Breton Extension Railway, N.S.	
*	*	Can. Pacific Ry. Co. (Kootenay and Arrowhead Br'ch)	
*	*	" (Selkirk Branch)	
*	*	" (Dyment Branch)	
*	*	" (Waskada Branch)	
*	*	Manitoulin and North Shore Railway Co., Ont.	
*	*	Bay of Quinté Railway, Ont.	
*	*	Bruce Mines and Algoma Railway, Ont.	
*	*	Maganetawan River Railway Co., Ont	
*	*	The Canadian Northern Quebec Ry., formerly Chateauguay and Northern Ry., Quebec	
*	*	Canadian Pacific Ry. Co. (Pheasant Hill Branch)	
*	*	Halifax and South-western Railway Co., N.S	
*	*	Northern Colonization Railway Co., Quebec	
*	*	New Brunswick Coal and Railway Co., N.B.	
*	*	Schomberg and Aurora Railway Co., Ont.	
*	*	Lindsay, Bobcaygeon and Pontypool Ry. Co, Ont.	
*	*	Middleton and Victoria Beach Ry. Co., N.S.	
*	*	Beersville Coal and Railway Co., N.B.	
3 Ed. VII., c. 57	*	Nicola, Kamloops and Similkameen Coal and Ry. Co	
4 " 34	*	Canadian Pacific Railway (Staynerville Branch)	
6 " 43	*	Klondike Mines Railway	
6 " 43	*	Kettle River Valley Ry. Co., B.C	
6 " 43	*	Colchester Coal and Ry. Co., N.S.	
3 " 57	*	Minudie Coal Co., N.S.	
6 " 43	*	Atlantic, Quebec and Western Ry. Co., Quebec	
6 " 43	*	Napierville Jct. Ry. Co., Quebec	
6-7 " 40	*	Edmonton, Yukon and Pacific Ry. Co., Alberta	
6-7 " 40	*	Canadian Northern Ontario Ry. Co., formerly James Bay Ry. Co., Ont.	
		Carried forward	20,473,441 37

been entered into and Payments made up to March 31, 1908—*Continued.*

Payments.							Total March 31, 1908
1901-1902.	1902-1903.	1903-1904.	1904-1905.	1905-1906.	1906-1907.	1907-1908.	
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
150,752 00	141,937 20	131,968 00	38,250 00	131,780 50	103,312 00	414,352 29	16,095,737 17
22,946 00	60,000 00						3,404,726 00
							500,000 00
		30,208 00		50,070 07	51,200 00		178,408 07
							69,952 00
		80,494 16	3,456 46				†203,240 81
							64,000 00
							5,376 00
86,800 00	91,775 53	57,170 44					368,545 97
939,891 00	57,485 00	374,156 00					1,909,132 00
67,200 00							160,000 00
						76,861 36	144,061 36
	190,186 30	1,750 00			4,967 70	31,892 40	399,060 40
167,430 00	132,353 33						374,353 33
		40,960 00	32,134 00				148,094 00
							212,500 00
14,800 00	52,353 98	37,000 00	42,336 86		‡1,521 82		144,969 62
58,560 00							58,560 00
18,336 00						14,560 00	32,896 00
380,624 00	202,912 00		341,440 00				924,976 00
	65,280 00	117,120 00					182,400 00
	42,771 00	17,842 85	4,176 15	89,076 00			153,866 00
	83,200 00						83,200 00
	22,336 00						22,336 00
	50,480 00	13,520 00					64,000 00
	32,000 00						32,000 00
	19,200 00	49,920 00			72,602 45		141,722 45
	28,800 00		25,120 00				53,920 00
	3,552 00						3,552 00
		191,595 00		116,000 00	84,224 75		391,819 75
		378,624 00	56,576 00				435,200 00
		185,422 00	291,842 00	176,512 00	268,107 20	316,567 73	1,238,450 93
		58,384 00		75,376 00			133,760 00
		48,000 00					48,000 00
		46,144 00					46,144 00
			185,173 06				185,173 06
			47,789 00	50,303 80	27,667 20		125,760 00
			20,736 00				20,736 00
				110,592 00		190,208 00	300,800 00
					9,600 00	3,424 00	13,024 00
					96,000 00	101,184 00	197,184 00
						97,771 52	97,771 52
						12,800 00	12,800 00
						18,544 00	18,544 00
						64,000 00	64,000 00
						173,440 00	173,440 00
						91,200 00	91,200 00
				651,264 00	420,608 00	244,224 00	1,316,096 00
1,907,939 00	1,276,622 34	1,860,278 45	1,089,029 53	1,450,974 37	1,136,767 48	1,851,029 30	31,045,481 84

STATEMENT showing Subsidies voted for Railways as to which Contracts have

SUBSIDIES VOTED.		RAILWAYS.	July 1, 1883 to June 30, 1901.
Authority.	Amount.		
	$ cts.		$ cts.
		Brought forward	20,473,441 37
	186,600 annually for 20 years.	Atlantic and North-western Railway	2,239,200 00
37 Vic., ch. 14 46 " 2	1,525,250 00	Canada Central Railway	1,525,250 00
47 " 8 48-9 " 58	1,500,000 00	Canadian Pacific, extension	1,500,000 00
		Totals	25,737,891 37

*60-61 Victoria, Cap. 4, 62-63 Victoria, Cap. 7, 63-64 Victoria, Cap. 8, 1 Edward VII, Cap, 7, more than $15,000 per mile, if over that amount, a further sum of fifty per cent. on so much exceeding in the whole the sum of $6,400 per mile.

† Of this amount $16,164.43 were in connection with subsidy to Montreal and Sorel Railway.

‡ Less refunds for duplicate claims and claims not paid.

DEPARTMENT OF RAILWAYS AND CANALS.

OTTAWA, July, 31, 1908.

been entered into and Payments made up to March 31, 1908—*Concluded.*

Payments.							Total March 31, 1908.
1901-1902.	1902-1903.	1903-1904.	1904-1905	1905-1906.	1906-1907.	1907-1908.	
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
1,907,339 00	1,276,622 34	1,860,278 45	1,089,029 53	1,450,974 37	1,136,767 48	1,851,029 30	31,045,481 84
186,600 00	186,600 00	186,600 00	186,600 00	186,600 00	186,600 00	186,600 00	3,545,400 00
.....	.....	.....	.....	.....	.....	.....	1,525,250 00
.....	.....	.....	.....	.....	.....	.....	1,500,000 00
2,093,939 00	1,463,222 34	2,046,878 45	1,275,629 53	1,637,574 37	1,323,367 48	2,037,629 30	37,616,131 84

and 3, Edward VII., Cap. 57, authorize $3,200 per mile subsidy if the cost does not average of the average cost of the mileage subsidized as is in excess of $15,000 per mile. such subsidy not

W. C. LITTLE,
Accountant.

PART II

SKETCH MAPS OF DOMINION RAILWAYS AND CANALS

AND

REPORT OF THE CHIEF ENGINEER

COMPRISING REPORTS OF

GENERAL MANAGER OF GOVERNMENT RAILWAYS AND SUPERINTENDENTS OF CANALS

1907-1908

DEPARTMENT OF RAILWAYS AND CANALS.

LIST OF ANNUAL REPORTS UNDER THIS COVER.

1. M. J. Butler, Chief Engineer Railways and Canals, General Report.
2. D. Pottinger, General Manager Government Railways, I.C.R.
   W. B. MacKenzie, Chief Engineer, I.C.R.
   T. C. Burpee, Engineer of Maintenance, I.C.R.
   G. R. Joughins, Superintendent of Motive Power, I.C.R.
   S. L. Shannon, Comptroller, I.C.R.
3. D. Pottinger, General Manager Government Railways, Windsor Branch.
   T. C. Burpee, Engineer of Maintenance, Windsor Branch.
   S. L. Shannon, Comptroller, Windsor Branch.
4. D. Pottinger, General Manager Government Railways, P.E.I. Ry.
   W. B. MacKenzie, Chief Engineer, P.E.I. Ry.
   G. A. Sharpe, Superintendent, P.E.I. Ry.
   W. S. Poole, Mechanical Superintendent, P.E.I. Ry.
   W. T. Huggan, Accountant and Auditor, P.E.I. Ry.
5. E. Marceau, Superintending Engineer, Quebec Canals.
6. L. N. Rheaume, St. Lawrence Canals.
7. W. A. Stewart, Superintendent of Operation, St. Lawrence Canals.
8. J. L. Weller, Superintending Engineer, Welland Canal.
9. F. B. Fripp, Engineer in Charge, Sault Ste. Marie.
10. J. W. LeB. Ross, Superintending Engineer, Sault Ste. Marie.
11. A. J. Grant, Superintending Engineer, Trent Canal.
12. A. T. Phillips, Superintending Engineer, Rideau Canal.
13. J. H. Devereaux, Lock Master, St. Peter's Canal.
14. J. H. McClellan, Superintendent, Trent Canal.
15. E. J. Walsh, Trent Canal Surveys.
16. C. Schreiber, C.M.G., Report on Western Division National Transcontinental Railway.

CHIEF ENGINEER'S REPORT.

DEPARTMENT OF RAILWAYS AND CANALS,
OFFICE OF THE CHIEF ENGINEER,
OTTAWA, July 1, 1908.

SIR,—I have the honour to submit my annual report for the fiscal year ended March 31, 1908, covering, however, the works of construction up to June 1, 1908.

First.—The annual report of the General Manager of Government Railways, to which are attached the reports of the Chief Engineer, the Engineer of Maintenance, the Mechanical Superintendent of the Intercolonial division and the reports of the Superintendent of the Prince Edward Island division, with statements of accounts prepared by the Accountants of these roads.

Second.—The annual reports of the Superintending Engineers of the several canals, and of the Superintendents of the Sault Ste. Marie canal, the St. Peter's canal, the Trent canal and of the St. Lawrence canals, and the engineer in charge of the improvements to the entrance to the Sault Ste. Marie canal.

The following shows the length of the government railways in operation on March 31, 1908.

INTERCOLONIAL RAILWAY.

MAIN LINE AND BRANCHES.

	MILES.
Halifax to Truro	61·83
Dartmouth Branch	12·38
Truro to Moncton	124·03
Moncton to St. John	89·36
Point du Chêne Branch	11·38
Moncton to Campbellton	185·16
Campbellton to Ste. Flavie	105·09
Indian Town Branch	13·51
St. Flavie to Rivière du Loup	83·28
Rivière Ouelle Branch	6·25
Rivière du Loup to Point Lévis	115 47
Hadlow to Chaudière Curve	5·62
Chaudière to Ste. Rosalie	115·95
St. Charles Junction to Chaudière Junction	16·98
Nicolet Branch	14·61
Dalhousie Branch	7·00

Pictou to Oxford Junction	69·10
Brown's Point to Stellarton	12·23
Junction near New Glasgow to Pictou Landing	7·76
Pugwash Junction to Pugwash	4·70
Truro to Mulgrave	123·07
Point Tupper to Sydney	91·48
North Sydney Branch	4·38
Sydney to Sydney Mines	2·70
Fredericton to Loggieville	125·00
	1,408·32

LEASED.

Length of main line from Point Lévis to Hadlow	1·50	
Chaudière Curve to Chaudière	1·18	
Ste. Rosalie Junction to Montreal	37·62	
		40·30
		1,448·62

FREIGHT BRANCHES AND Y' OWNED.

Y's at Windsor Junction, Truro, Brown's Point, Oxford Junction, Painsec Junction, Moncton, Chaudière, Springhill Junction, Stellarton, Mulgrave, North Sydney Junction, Newcastle, Rivière Ouelle, St. Charles Junction, St. Leonard Junction, Ste. Rosalie Junction	3·62
Switch near North Street to D.W.T., Halifax	·85
Halifax Cotton Factory	2·10
Dartmouth Station to end of line	2·29
Stewiacke Wharf Branch	·87
Sydney Station to Wharf	·90
North Sydney Station to Wharf	·78
Switch near Pictou Landing to Coal Wharf	·75
Pictou Station to Wharf	·15
Pictou Station to Copper Crown Smelter	·72
Logan's Tannery Siding	·48
Pugwash Station to Wharf	·07
Sackville Wharf Branch	·47
Dorchester Wharf Branch	1·00
Moncton Wharf Branch	1·00
Courtney Bay Branch	2·39
St. John Water Front Extension	·44
St. John Station to Deep Water Wharf	·28
Newcastle Wharf Branch	1·75
Dalhousie Station to Wharf Branch	·40

Campbellton Wharf Branch	·43	
Rimouski Wharf Branch	2·00	
Trois Pistoles Spur	2·38	
Rivière du Loup Wharf Branch	4·35	
St. Pacome Spur	1·27	
Nicolet Station to Wharf	2·05	
Carmel Branch, Main Line to Village (estimated)	1·05	
Blackville to Indian Town	8·50	
		43·34
		1,491·96

WINDSOR BRANCH.

Windsor Junction to Windsor	32	

PRINCE EDWARD ISLAND RAILWAY.

Souris to Tignish	166	
Mount Stewart to Georgetown	24	
Charlottetown to Royalty Junction	5	
Emerald Junction to Cape Traverse	13	
Alberton to Cascumpec Wharf	1	
Charlottetown to Murray Harbour	52·3	
Montague Junction to Montague	6·2	
		267·5
Total length of government railways		1,791·46

The result of the twelve month's operations of the government railways may be stated as follows:—

Name of Railway.	Mileage in Operation.	Amount.		Profit.	Loss.
			$ cts.	$ cts.	$ cts.
Intercolonial Division	1,448	Working expenses	9,157,435 53		
		Earnings	9,173,558 80	16,123 27	
Windsor Branch	32	One-third earnings	76,471 58		
		Maintenance	37,912 11	18,518 20	
Prince Edward Island Division	267	Working expenses	399,947 79		
		Earnings	304,579 83		
					95,367 96
Total, miles	1,747	Deduct profit from loss			34,641 47
		Net loss			60,726 49

The maintenance of the roads and rolling stock has received careful attention and both roads continue to be in efficient condition; the rolling stock is being brought up to the modern standard.

The working expenses of the Intercolonial Railway given above include the $140,000 rental paid to the Grand Trunk Railway.

The gross earnings of the government railways for the last two years compare as follows:—

	1906-7.	1907-8.
Intercolonial Division	$8,305,985 69	$9,173,558 80
Windsor Branch	55,130 39	76,471 58
Prince Edward Island Division	283,262 23	304,579 83
	$8,644,378 31	$9,554,610 21

Showing an increase in the gross earnings of $910,231.90.

The gross working expenses of the government railways for the last two years compare as follows:—

	1906-7.	1907-8.
Intercolonial Division	$7,856,312 37	$9,157,435 53
Windsor branch	15,425 32	37,912 11
Prince Edward Island Division	359,588 92	399,947 79
Total	$8,231,326 61	$9,595,295 43
Gross working expenses of government railways		$9,595,295 43
Gross earnings of government railways		9,554,610 21
Excess of working expenses over earnings, which include rental, $140,000, Grand Trunk Railway		$ 40,685 22

Showing an increase in working expenses for the year compared with the previous year of $364,078.82, which is made up of the following:—

Intercolonial Division	$301,123 16
Windsor Branch	22,596 79
Prince Edward Island Division	40,358 87
	$364,078 82

INTERCOLONIAL DIVISION.

COMPARATIVE Statement of Ocean-borne Passenger Business done at the Port of Halifax during the fiscal period ended March 31, 1908.

Name of Steamer.	1906-1907. No. of Passengers.			Name of Steamer.	1907-1908. No. of Passengers.		
	1st Class.	2nd Class.	Total.		1st Class.	2nd Class.	Total.
Pretorian	Nil.	667	667	Pretorian	Nil.	596	596
Parisian	Nil.	1,578	1,578	Southwark	Nil.	1,337	1,337
Southwark	Nil.	1,120	1,120	Corinthian	Nil.	323	323
Corinthian	Nil.	1,669	1,669	Virginian	114	1,856	1,970
Virginian	71	1,727	1,798	Siberian	36	1,644	1,680
Siberian	Nil.	1,065	1,065	Mongolian	32	936	968
Mongolian	Nil.	577	577	Corean	22	389	411
Corean	Nil.	58	58	Numidian	5	789	794
Numidian	Nil.	880	880	Victorian	160	2,682	2,832
Victorian	40	1,467	2,507	Canada	23	951	974
Canada	42	1,889	1,931	Tunisian	164	3,311	3,475
Tunisian	130	2,363	2,493	Sardinian	Nil.	1,342	1,342
Sardinian	Nil.	669	669	Laurentian	Nil.	611	611
Laurentian	Nil.	1,074	1,074	Pomeranian	Nil.	855	855
Pomeranian	Nil.	289	289	Sicilian	2	1,380	1,382
Dominion	10	2,141	2,151	Empress of Ireland	45	29	74
Sicilian	Nil.	1,449	1,449	Empress of Britain	33	12	45
Sarmatian	Nil.	169	169	Ionian	85	1,760	1,845
Empress of Ireland	6	Nil.	6	Vancouver	Nil.	798	798
Empress of Britain	25	Nil.	25	Kensington	Nil.	1,330	1,330
Ionian	58	1,880	1,938	Carthaginian	47	2,623	2,670
Vancouver	Nil.	780	780	Ottawa	Nil.	893	893
				Armenia	Nil.	1,173	1,173
				Dahome	29	117	146
				Hispania	Nil.	632	632
				City of Bombay	37	463	500
				Mount Temple	Nil.	589	589
				Corsican	103	2,416	2,519
				Grampian	28	783	811
Total	382	24,511	24,893	Total	965	33,655	34,620

*NOTE.—Of the total number 34,620 7,318 travelled over the Intercolonial Railway as follows:

25,417 via St. John and Canadian Pacific, 1,885 via Intercolonial Railway, long haul.

COMPARATIVE Statement of Ocean-borne Freight Traffic during the fiscal period ended March 31, 1908.

Name of Line of Steamers.	WINTER OF 1906-1907.			Name of Line of Steamers.	YEAR ENDING MARCH 31, 1908.		
	Measurement tons.	Weight tons.	Total tons.		Export tons.	Import tons.	Tota.
Allan Line	7,329	4,672	12,001	Allan Line	1,335	12,129	13,464
Furness Line	2,307	7,204	9,511	Furness Line	24,128	10,545	34,673
Canadian Pacific	Nil.	Nil.	Nil.	Canadian Pacific	130	2,273	2,403
Canada-Jamaica Steamship Line	Nil.	1,862	1,862	Canada and Mexico	9,510	5,756	15,266
Pickford and Black	40	13,844	13,884	Pickford and Black	14,810	6,323	21,133
Various other lines and Tramp Steamers	Nil.	Nil.	Nil.	Various tramp steamers and sailing vessels	51,340	15,382	66,722
Total	9,676	27,582	37,258	Total	101,253	52,408	153,661

The above statement shows an increase of 116,403 tons of ocean-borne freight traffic for the winter season of 1907-8, as compared with the winter season of 1906-7.

The following is a statement of the quantity and classes of the rolling stock purchased on capital account during the fiscal year ending March 31, 1908:—

—	Engines.	Dining cars.	Passenger Car Stock.					Motors cars.	Oil tank cars.	Box and refrigerator stock cars.	Platform cars	Coal cars of 3 several kinds dump.	Snow ploughs.	Wing ploughs.	Flangers.	Ballast plough.	Auxiliary cars.	Air brake instruction cars.	Steam cranes for coal.
			1st class sleeping and parlour.	1st class.	2nd class. sleepers.	2nd class.	Baggage and mail postal.												
	16	..	.....	....	....	....	.....	4	....	628	310	85	....	....	....	..	....	....	..
	....	..	.....	....	....	....	....	....	...	31	....	70	....	....	....	..	....	....	..
	....	..	....	....	....	....	....	....	..	25	....	....	....	....	....	..	....	....	..

The following is a statement of the quantity and classes of rolling stock which have been rebuilt during the year ended March 31, 1908, at the cost of revenue to maintain the work:—

—	Engines.	Passenger Car Stock.					Postal & Smoker.	Box car.	Platform cars.	Refrigerator cars.	Coal cars of three several kinds.	Stock.	Vans.	Oil tank.	Rotary snow ploughs	Auxiliary.
		1st class sleeping and parlour.	1st class dining.	2nd class sleepers.	2nd class.	Baggage and express.										
Total....	....	1	1	....	..	2	...2	100	100	3	92	9	8	1	..	..

The following table shows the working expenses, gross earnings, the tonnage of freight and number of passengers carried each year since July 1, 1876, when the road was first opened as a through line to the west:—

Year.	Average Miles in Operation.	Working Expenses.	Gross Earnings.	Profit.	Loss.	Tons of Freight carried.	No. of Passengers carried.
		$ c.	$ c.	$ c.	$ c.		
1876-77	714	1,661,673 55	1,154,445 33		507,228 22	421,327	613,420
1877-78	714	1,816,273 56	1,378,946 78		432,326 78	522,710	618,957
1878-79	714	2,010,183 22	1,294,009 69		716,083 53	510,861	640,101
1879-80	829	1,603,429 71	1,506,298 48		97,131 23	561,924	581,489
1880-81	840	1,759,851 27	1,760,393 92	542 65		725,777	631,245
1881-82	840	2,069,657 45	2,079,262 66	9,605 18		838,956	779,994
1882-83	840	2,360,373 27	2,370,910 10	10,547 18		970,961	878,600
1883-84	887	2,377,433 62	2,384,414 92	6,981 30		1,009,237	944,636
1884-85	941	2,519,751 56	2,441,203 66		78,547 90	989,986	957,228
1885-86	946	2,583,999 67	2,450,093 88		133,905 79	1,023,788	932,880
1886-87	977	2,922,369 62	2,660,116 93		262,252 69	1,143,020	942,784
1887-88	971	3,366,781 74	2,983,336 05		383,445 69	1,288,823	1,040,163
1888-89	971	3,244,647 73	2,967,801 00		276,847 73	1,218,877	1,136,272
1889-90	971	3,560,575 74	3,012,739 87		847,835 87	1,368,819	1,219,233
1890-91	1,094	3,662,341 94	2,977,395 38		684,946 56	1,304,534	1,298,304
1891-92	1,142	3,439,377 00	2,945,441 97		493,935 03	1,264,575	1,297,732
1892-93	1,142	3,045,317 50	3,065,499 09	20,181 59		1,388,080	1,292,878
1893-94	1,142	2,981,671 98	2,987,510 27	5,838 29		1,342,710	1,301,062
1894-95	1,142	2,936,902 74	2,940,717 95	3,815 21		1,276,816	1,352,667
1895-96	1,142	3,012,827 62	2,957,640 10		55,187 52	1,379,618	1,471,866
1896-97	1,145	2,925,968 67	2,866,028 02		59,940 65	1,296,028	1,501,690
1897-98	1,201	3,327,648 51	3,117,669 85		209,978 66	1,434,576	1,523,444
*1898-99	1,301	3,675,686 21	3,738,331 44	62,645 43		1,750,761	1,603,095
*1899-1900	1,301	4,431,404 69	4,552,071 71	120,667 02		2,151,208	1,029,754
*1900-01	1,301	5,460,422 64	4,972,235 87		488,186 77	2,111,310	2,517,295
*1901-02	1,301	5,574,563 30	5,671,385 91	96,822 61		2,385,816	2,186,226
*1902-03	1,315	6,196,653 19	6,324,323 72	127,670 53		2,790,737	2,404,230
*1903-04	1,321	7,239,982 04	6,339,231 43		900,750 61	2,664,149	2,663,156
*1904-05	1,446	8,508,826 75	6,783,522 83		1,725,303 92	2,782,257	2,810,960
*1905-06	1,446	7,581,914 36	7,643,829 90	61,915 54		3,156,189	2,737,160
*1906-07	1,448	6,030,171 83	6,248,311 00	218,139 17		2,606,073	2,044,847
*1907-08	1,448	9,157,435 53	9,173,558 80	16,123 27		4,134,064	2,789,371

*The working expenses include the rental paid for leased line

1906-07 nine months only.

INTERCOLONIAL RAILWAY.

STATEMENT of Earnings from the several sources named from June 30, 1876, to March 31, 1908.

Year.	Miles in operation.	Passenger Traffic.	Freight Traffic.	Mails and Sundries.	Total.
		cts.	$ cts.	cts.	$ cts.
1876-7	714	460,368 15	607,364 99	86,512 21	1,154,443 33
1877 8	714	475,256 82	801,709 82	101,985 07	1,378,946 78
1878-9	814	451,893 29	752,490 85	88,715 55	1,294,009 69
1879-80	829	490,338 66	915,486 50	100,473 32	1,506,298 48
1880-1	840	545,114 48	1,113,872 21	101,407 23	1,760,493 92
1881 2	850	651,296 94	1,303,496 00	124,470 72	2,079,262 66
1882-3	940	741,992 72	1,487,601 98	141,326 40	2,379,910 10
1883-4	887	775,783 77	1,461,390 37	147,240 78	2,383,414 92
1884-5	941	747,285 13	1,542,052 10	151,566 35	2,441,203 66
1885-6	946	765,900 03	1,523,487 72	160,706 13	2,450,093 88
1886-7	977	828,328 28	1,677,971 59	153,817 06	2,660,116 93
1887-8	971	884,448 07	1,932,877 85	166,010 13	2,983,336 95
1888-9	971	906,246 47	1,909,094 44	152,460 09	2,967,801 00
1889-90	971	895,094 53	1,964,646 86	152,998 48	3,012,739 87
1890-1	1,094	962,316 88	1,854,629 88	160,448 62	2,977,395 38
1891-2	1,142	961,427 94	1,803,529 03	180,485 00	2,945,441 97
1892-3	1,132	1,002,912 74	1,868,853 84	184,468 80	3,065,499 09
1893-4	1,142	958,915 13	1,834,126 34	193,762 51	2,987,502 27
1894-5	1,142	963,914 44	1,782,668 54	194,194 97	2,940,717 95
1895-6	1,142	971,426 26	1,788,813 18	197,400 66	2,957,640 10
1896-7	1,145	979,005 57	1,687,050 42	199,472 03	2,866,028 02
1897-8	1,201	1,053,864 64	1,857,740 06	206,065 15	3,117,669 85
1898-9	1,315	1,167,453 16	2,348,096 58	222,781 70	3,738,331 44
1899-1900	1,315	1,404,469 87	2,912,790 52	234,811 32	4,552,071 91
1900-1	1,315	1,607,166 79	3,121,006 15	244,062 93	4,972,235 87
1901-2	1,315	1,770,941 13	3,644,513 42	255,931 36	5,761,385 91
1902-3	1,315	1,927,916 87	4,128,255 00	268,151 75	6,324,323 72
1903-4	1,321	2,021,568 40	4,041,122 48	276,540 55	6,339,231 43
1904-5	1,446	2,105,066 75	4,373,178 75	305,277 53	6,783,522 83
1905-6	1,446	2,297,716 52	5,019,805 53	326,307 85	7,643,829 90
1906-7	1,448	1,952,438 88	4,032,745 00	263,127 12	*6,248,311 00
1907-8	1,448	2,711,416 98	6,054,493 45	407,643 37	9,173,358 80

* 1906-07 nine months only.

INTERCOLONIAL RAILWAY.

STATEMENT showing the Number of Tons of Local and Through Freight Carried from June 30, 1876, to March 31, 1908.

Year.	Miles in Operation.	Local Freight.	Through Freight.	Total.
1876-7	714	The information for these years was destroyed when the general offices in Moncton were burned.		421,327
1877-8	714			522,710
1878-9	714			510,861
1879-80	829			561,924
1880-1	840			725,777
1881-2	840	571,784	267,272	838,956
1882-3	840	537,025	443,936	970,961
1883-4	887	584,581	424,656	1,009,237
1884-5	941	506,574	483,352	989,936
1885-6	946	580,076	443,712	1,023,788
1886-7	977	633,455	509,565	1,143,020
1887-8	971	727,599	561,224	1,288,823
1888-9	971	624,436	594,441	1,218,877
1889-90	971	756,696	612,123	1.368,819
1890-1	1,094	797,492	507,042	1,304,534
1891-2	1,142	750,783	513,792	1,264,575
1892-3	1,142	1,030,628	357,452	1,388,080
1893-4	1,142	966,114	376,596	1,342,710
1894-5	1,142	901,374	366,442	1,267,816
1895-6	1,142	1,101,229	368,389	1,379,618
1896-7	1,145	927,167	368,859	1,296,028
1897-8	1,201	1,053,569	381,007	1,434,576
1898-9	1,315	1,351,569	399,192	1,750,761
1899-1900	1,315	1,713,928	437,280	2,151,208
1900-1	1,315	1,633,671	477,639	2,111,310
1901-2	1,315	1,914,551	471,265	2,385,816
1902-3	1,315	2,239,993	550,744	2,790,737
1903-4	1,321	2,123,261	540,888	2,664,149
1904-5	1,446	2,119,528	662,729	2,782,257
1905-6	1,446	2,413,863	742,326	3,156,189
1906-7	1,448	1,996,869	609,204	*2,606,073
1907-8	1,448	3,227,435	906,629	4,134,064

* 1906-07 nine months only.

INTERCOLONIAL RAILWAY.

STATEMENT of the Number of Local and Through Passengers carried from June 30, 1876, to March 31, 1908.

Year.	Miles in Operation	Number of Local Passengers.	Number of Through Passengers.	Total.
1876-7	714	The information for these years was destroyed when the general offices in Moncton were burned		613,420
1877-8	714			619,957
1878-9	714			640,101
1879-80	820			581,483
1880-1	840			631,245
1881-2	840	647,534	132,460	779,994
1882-3	840	728,186	150,414	878,600
1883-4	887	784,715	159,921	944,636
1884-5	941	812,028	145,200	957,228
1885-6	946	784,817	148,063	932,880
1886-7	977	814,032	128,752	942,784
1887-8	971	948,324	91,839	1,040,163
1888-9	971	1,050,592	85,680	1,136,272
1889-90	971	1,117,695	91,531	1,219,233
1890-1	1,094	1,203,814	94,490	1,298,304
1891-2	1,142	1,198,649	99,083	1,297,732
1892-3	1,142	1,188,827	104,051	1,292,878
1893-4	1,142	1,216,027	85,035	1,301,062
1894-5	1,142	1,272.284	80,383	1,352,667
1895-6	1,142	1,386,803	85,063	1,471,866
1896-7	1,145	1,416,631	85,059	1,501,690
1897-8	1,201	1,438,590	89,854	1,523,444
1898-9	1,315	1,504,652	98,443	1,103,095
1899-1900	1,315	1,878,858	112,896	1,791,754
1900-1	1,315	1,905,599	119,696	2,025,295
1901-2	1,315	2,061,196	125,030	2,186,226
1902-3	1,315	2,255,013	149,217	2,404,230
1903-4	1,321	2,447,843	215,313	2,663,156
1904-5	1,446	2,589,928	221,032	2,810,960
1905-6	1,446	2,491,472	245,688	2,737,160
*1906-7	1,448	1,853,126	191,721	2,044,847
1907-08	1,448	2,593,886	195,485	2,789,371

* 1906-07 nine months only.

The following table shows the number of tons of coal carried over the Intercolonial Railway from the Nova Scotia collieries to Ste. Rosalie, Montreal and St. John for points west thereof, and to local stations in each year since the road was opened as a through line:—

Year.	For the West.			To Local Stations.	Total.
	Via Ste. Rosalie.	Via Montreal.	Via St. John.		
1876-7				103,420	103,420
1877-8				97,043	97,043
1878-9		300		112,232	112,532
1879-80		1,097		135,369	136,466
1880-1		6,102	4,022	174,483	184,607
1881-2		18,015	11,779	218,364	248,158
1882-3		12,837	22,206	227,380	262,423
1883-4		32,014	19,532	252,014	293,562
1884-5		133,440	1,773	213,791	349,004
1885-6		171,170	21,150	215,272	407,592
1886-7		192,871	27,536	233,178	453,585
1887-8		183,704	36,228	309,727	529,659
1888-9		160,026	27,923	338,538	526,487
1889-0		164,453	25,126	366,967	554,546
1890-1		113,996	69,213	344,829	498,038
1891-2		35,447	5,918	392,441	433,806
1892-3		136,868	3,775	402,653	543,296
1893-4		102,273	8,028	367,390	478,691
1894-5		67,082	7,865	310,253	385,200
1895-6		53,124	9,681	369,708	432,513
1896-7		38,395	12,305	331,469	382,172
1897-8		9,084	9,796	351,069	369,949
1898-99		4,644	5,399	484,163	494,206
1899-1900		3,495		599,714	603,289
1900-1	136			506,454	506,590
1901-2	1,131	5,763	3,640	546,986	557,520
1902-3	2,200	7,817	6,775	725,727	742,519
1903-4	2,260	637	513	691,346	694,761
1904-5	800	265	5,022	596,290	602,377
1905-6	7,542	1,625	661	610,444	620,272
*1906-7	1,737	2,808	3,252	624,833	632,630
1907 8	22	183	4,245	1,061,694	1,066,134

* 1906-07 nine months only.

TABLE showing the number of bushels of grain carried during each year for shipment at Halifax since the road was opened as a through line to the west.

Year.	Bushels.		Total.	Year.	Bushels.		Total.
	Via Chaudière.	Via St. John.			Via Chaudière.	Via St. John.	
1876-77				1892-93	156,306	197,666	352,975
1877-78				1893-94	Nil.	8,026	8,026
1878-79				1894-95	"	Nil.	Nil.
1879-80				1895-96	"	"	"
1880-81				1896-97	"	"	"
1881-82				1897-98	8,000	"	8,000
1882-83	31,011		31,011	1898-99	30,000	"	30,000
1883-84	73,389		73,389	1899-1900	13,239	"	13,239
1884-85	300,901		300,901	1900-01	147	"	147
1885-86	389,122		389,122	1901-02	Nil.	"	Nil.
1886-87	575,880		575,880	1902-03	"	"	"
1887-88	69,021		69,021	1903-04	147,438	"	147,438
1888-89	129,725		129,725	1904-05	Nil	"	Nil.
1889-90	502,012		502,012	1905-06	*170,000		170,000
1890-91	148,803	59,543	218,337	1906-07			Nil.
1891-92	845,997	519,500	1,265,497	1907-08			"

* Via Montreal.

TABLE showing the number of barrels of flour and meal carried during each year since the road was first opened as a through line to the west.

Year.	Barrels.	Year.	Barrels.
1876-77	254,710	1892-93	856,913
1877-78	557,778	1893-94	944,967
1878-79	630,329	1894-95	938,351
1879-80	535,248	1895-96	822,097
1880-81	672,310	1896-97	847,701
1881-82	692,095	1897-98	987,408
1882-83	983,916	1898-99	1,157,250
1883-84	817,134	1899-1900	1,234,077
1884-85	935,977	1900-01	1,292,106
1885-86	761,127	1901-02	1,311,707
1886-87	763,894	1902-03	1,521,540
1887-88	871,838	1903-04	1,607,050
1888-89	948,514	1904-05	1,769,480
1889-90	1,116,050	1905-06	1,882,630
1890-91	1,013,129	1906-07	1,531,140
1891-92	954,015	1907-08	1,528,620

1906-07 nine months only.

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TABLE showing the number of bushels of grain carried during each year since the road was first opened as a through line to the west.

Year.	Bushels.	Year.	Bushels.
1876-77	292,852	1892-93	1,514,619
1877-78	331,170	1893-94	1,304,684
1878-79	302,921	1894-95	1,036,384
1879-80	534,021	1895-96	1,064,385
1880-81	565,678	1896-97	1,093,499
1881-82	560,253	1897-98	1,551,372
1882-83	1,195,601	1898-99	2,595,353
1883-84	654,673	1899-1900	2,720,453
1884-85	734,902	1900-1901	3,535,364
1885-86	849,800	1901-02	2,959,761
1886-87	1,018,395	1902-03	3,392,252
1887-88	1,219,035	1903-04	2,788,772
1888-89	1,256,158	1904-05	3,317,910
1889-90	2,610,202	1905-06	2,924,226
1890-91	2,890,921	1906-07	2,231,864
1891-92	3,776,677	1907-08	4,567,245

TABLE showing the quantity of lumber in feet carried during each year over the road since it was first opened for traffic as a through line to the west.

Year.	Feet.	Year.	Feet.
1876-77	50,096,474	1892-93	181,211,013
1877-78	56,626,547	1893-94	200,507,949
1878-79	55,626,696	1894-95	202,247,269
1879-80	55,462,654	1895-96	226,332,715
1880-81	72,841,388	1896-97	243,355,725
1881-82	78,356,418	1897-98	354,093,816
1882-83	104,633,417	1898-99	306,554,031
1883-84	131,120,948	1899-1900	379,350,074
1884-85	138,493,675	1900-1901	396,858,964
1885-86	117,186,512	1901-02	428,051,029
1886-87	161,801,763	1902-03	459,231,589
1887-88	197,755,272	1903-04	465,379,803
1888-89	199,507,777	1904-05	518,434,310
1889-90	210,886,071	1905-06	572,878,600
1890-91	184,188,324	1906-07	452,602,703
1891-92	175,474,340	1907-08	754,759,383

1906-07 nine months only.

TABLE showing the number of live stock carried during each year over the road since it was first opened for traffic as a through line to the west.

Year.	Number.	Year.	Number.
1876-77	34,414	1892-93	93,369
1877-78	46,498	1893-94	79,203
1878-79	47,584	1894-95	72,106
1879-80	70,990	1895-96	64,051
1880-81	61,574	1896-97	72,082
1881-82	73,479	1897-98	89,301
1882-83	68,338	1898-99	109,821
1883-84	60,090	1899-1900	92,813
1884-85	70,785	1900-01	95,923
1885-86	74,498	1901-02	98,495
1886-87	82,896	1902-03	127,060
1887-88	98,302	1903-04	113,006
1888-89	85,960	1904-05	110,670
1889-90	80,771	1905-06	106,589
1890-91	95,529	1906-07	97,381
1891-92	87,889	1907-08	99,824

TABLE showing the number of tons of ocean-borne goods to and from Europe carried over the road during each year since it was first opened for traffic as a through line.

Year.	Via Ste. Rosalie and from the West.	Via Montreal to and from the West.	Via St. John to and from the West.	To and from Local Stations.	Total.
1876-77					
1877-78		14,949		3,405	18,354
1878-79		21,628		2,643	24,271
1879-80		21,073		4,952	26,025
1880-81		15,454		3,334	18,788
1881-82		21,607		4,168	25,775
1882-83		24,875		7,911	32,786
1883-84		19,696		6,533	26,229
1884-85		22,787		8,405	31,192
1885-86		13,464		8,216	21,680
1886-87		16,923		9,811	26,734
1887-88		41,864		8,878	50,742
1888-89		17,340		11,481	28,821
1889-90		9,895		11,730	21,625
1890-91		9,923		10,764	20,687
1891-92		9,719	17	23,835	33,571
1892-93		7,295	100	12,319	19,714
1893-94		3,023	204	13,455	16,682
1894-95		6,749	213	10,399	17,361
1895-96		3,767	314	16,748	20,829
1896-97		2,654	263	17,239	20,156
1897-98		5,950	1,637	18,633	26,220
1898-99		2,465	243	31,555	34,263
1899-1900		2,379	307	37,108	39,794
1900-01	322	6,860	1,142	155,514	163,838
1901-02	1,106	7,780	1,528	172,733	183,147
1902-03	817	11,925	1,194	124,695	138,631
1903-04	2,079	21,377	2,994	146,070	174,520
1904-05	284	15,325	3,687	85,853	105,149
1905-06	2,026	17,217	5,337	128,462	153,042
1906-07	1,384	15,922	436	110,447	128,219
1907-08					

1906-07 nine months only.

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TABLE showing the number of tons of raw and refined sugar carried over the road during each year since it was first opened as a through line.

Year.	Raw Sugar.					Refined Sugar.				
	Via Ste. Rosalie.	To Montreal for the West.	To St. John for the West.	To Local Stations	Total.	To Ste. Rosalie for the West.	To Montreal for the West.	To St. John for the West.	To Local Stations	Total.
		Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1876-77		340			340					
1877-78		186			186					
1878-79		1,041			1,041					
1879-80		12,220			12,220					
1880-81		13,872			13,872		4,022		2,902	6,924
1881-82		14,256		1,290	15,546		7,146		3,607	10,753
1882-83		9,465		508	9,973		11,126		5,497	16,623
1883-84		13,778		3,068	16,846		14,543		7,265	21,808
1884-85		10,381		3,661	14,042		18,024		8,445	26,469
1885-86		4,394		3,998	8,392		7,674		5,858	13,518
1886-87		20,450		8,500	28,950		15,044		8,395	23,439
1887-88		14,320		14,085	28,405		21,641		7,133	28,774
1888-89		24,358		7,160	31,518		12,955		11,120	24,075
1889-90		7,390		8,913	16,303		6,778		6,125	12,903
1890-91		5,088	4,670	8,215	17,973		10,130	468	5,996	16,594
1891-92		7,142	3,960	10,535	21,637		12,633	7,647	12,414	32,721
1892-93				10,137	10,137		8,327	6,456	7,840	22,623
1893-94				6,775	6,775		17,729	6,967	8,885	33,581
1894-95				10,342	10,342		13,351	15,819	4,695	33,865
1895-96				9,824	9,824		15,138	13,734	11,309	40,181
1896-97				4,925	4,925		5,694	8,069	6,957	20,720
1897-98							6,624	8,821	10,989	26,534
1898-99							8,138	2,193	15,833	26,164
1899-1900		96			96		9,795	257	19,655	29,907
1900-01		489			489	403	14,791	12	10,615	25,821
1901-02		90		11,553	11,643	3,101	6,831	861	18,839	29,632
1902-03		194		17,137	17,331	3,183	5,763	1,636	20,529	31,111
1903-04	357	875		7,495	8,727	6,013	8,628	879	29,400	44,920
1904-05	602	509	78	1,495	15,684	1,446	7,107	224	22,937	31,764
1905-06		715	68	9,308	10,091	4,235	12,268	176	24,780	41,459
1906-07		394		14,671	15,065	1,998	5,898	2,374	13,927	24,197
1907-08		912	nil	4,371	5,283	5,280	10,555	723	21,073	37,631

1906-07—nine months only.

TABLE showing the number of tons of fresh and salt fish carried over the road during each year since it was first opened as a through line.

Year.	Fresh Fish.					Salt Fish.				
	To Ste. Rosalie for the West.	To Montreal for the West.	To St. John for the West.	To Local Stations.	Total.	To Ste. Rosalie for the West.	To Montreal for the West.	To St. John for the West.	To Local Stations.	Total.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1876-77	.....	530	921	527	1,978	.....	551	1,848	802	3,201
1877-78	.....	596	1,015	474	2,085	.....	898	1,644	805	3,347
1878-79	.....	471	1,336	817	2,624	.....	988	1,038	1,048	2,974
1879-80	.....	519	1,362	453	2,334	.....	1,612	2,238	959	4,809
1880-81	.....	498	1,879	920	3,297	.....	2,418	937	1,051	4,406
1881-82	.....	475	1,619	957	3,051	.....	4,031	1,066	2,487	7,584
1882-83	.....	542	384	393	1,319	.....	3,229	759	1,354	5,412
1883-84	.....	838	1,682	412	2,932	.....	1,322	1,143	1,224	3,689
1884-85	.....	1,062	1,885	484	3,431	.....	3,563	3,600	1,596	8,759
1885-86	.....	1,669	1,645	902	4,216	.....	1,689	2,047	3,376	7,103
1886-87	.....	1,278	1,572	2,008	4,858	.....	3,236	569	1,747	5,552
1887-88	.....	1,533	1,477	1,031	4,041	.....	2,617	476	1,099	4,193
1888-89	.....	2,474	2,000	1,870	6,344	.....	3,070	7,746	2,994	13,810
1889-90	.....	2,235	1,787	2,111	6,223	.....	2 449	847	3,288	6,584
1890-91	.....	2,029	2,788	1,848	6,665	.....	1,953	1,917	3,236	7,106
1891-92	.....	1,367	1,746	547	3,660	.....	1,946	928	1,889	4,763
1892-93	.....	1,683	1,875	3,340	6,898	.....	3,262	1,811	2,176	7,249
1893-94	.....	1,959	2,192	2,224	6,375	.....	2,921	1,814	2,962	7,697
1894-95	.....	2,006	3,726	1,160	6,892	.....	2,075	1,849	5,285	10,209
1895-96	.....	1,966	3,059	1,319	6,344	.....	1,863	1,087	2,791	5,741
1896-97	.....	3,307	3,115	1,286	7,708	.....	2,168	1,176	2,536	5,880
1897-98	.....	3,575	3,703	1,052	8,330	.....	1,729	1,066	2,210	5,005
1898-99	.....	1,210	2,070	3,305	6,583	.....	1,651	1,198	3,625	5,474
1899-1900	.....	2,547	2,706	3,686	8,939	.....	2,421	1,563	2,659	6,643
1900-01	.....	37	2,009	3,207	4,125	9,393	360	3,419	1,346	4,643	9,768
1901-02	.....	219	3,013	4,373	5,477	13,082	283	3,150	1,413	5,196	10,042
1902-03	.....	140	2,269	3,040	4,842	10,289	493	2,808	1,615	6,579	11,495
1903-04	.....	539	1,939	3,588	5,002	11,068	225	2,359	564	5,848	8,996
1904-05	.....	779	1,902	3,674	5,516	11,871	433	2,673	272	6,759	10,137
1905-06	.....	284	2,748	2,439	7,706	13,177	683	2,740	346	6,994	10,763
1906-07	.....	320	2,882	3,712	7,400	14,314	307	3,156	416	6,348	10,227
1907-08	.....	199	3,288	1,353	6,224	11,064	661	2,856	1,976	7,034	12,527

During the year 428:63 miles of 56, 58, 67, 80 and 110-lb. rails were taken up and replaced with 67 and 80-lb. rails; 558,436 ties and 128 sets of switches renewed.

Cost of road and equipment up to March 31, 1908:—

On capital account—

Road, including $1,464,000 paid on account purchasing Drummond County Railway	$67,049,311 56
Rolling stock	20,078,120 24
Total	$87,127,431 80

The work of increased accommodation at the deep water terminus at Halifax is progressing, which facilitates the work of conducting the traffic.

Both the road and rolling stock have been efficiently maintained during the year.

Additions to the rolling stock continue to be made, as being a necessity for the efficient working of the traffic.

WINDSOR BRANCH.

This road continues to be operated by the Dominion Atlantic Railway Company, formerly the Windsor and Annapolis Railway Company, the company receiving two-thirds of the gross earnings for working the traffic, and the government one-third of the gross earnings for maintaining the way and works.

Year.	Miles in operation.	One-third gross earnings.	Proportion of one-third gross earnings credited to line Windsor Junction to Halifax.	Proportion of one-third gross earnings credited to the Windsor Branch.	Maintenance expenses.	Profit.	Loss.
		$ cts.	$ cts	$ cts.	$ cts.	$ cts.	$ cts.
1880-81..	32	28,434 29	7,217 76	21,216 53	20,502 26	714 27	
1881-82..	32	28,461 07	7,407 88	21,052 19	13,099 55	7,953 64	
1882-83..	32	31,199 77	8,085 88	24,113 89	23,103 93	1,009 96	
1883-84..	32	30,428 39	7,409 46	23,018 93	22,140 86	878 07	
1884-85..	32	32,246 30	7,794 95	24,451 35	18,751 96	5,699 39	
1885-86..	32	31,185 63	7,527 52	23,658 11	19,229 49	4,428 62	
1886-87..	32	33,564 58	8,237 00	25,327 58	26,042 33	....	714 75
1887-88..	32	32,242 85	6,689 30	24,553 55	24,040 33	513 22	
1888-89..	32	37,313 43	8,941 32	28,372 11	20,856 50	7,515 61	
1889-90..	32	39,544 19	9,381 73	30,162 46	18,982 82	11,179 64	
1890-91..	32	39,519 56	9,284 48	33,508 35	28,931 71	1,303 42	
1891-92..	32	42,891 23	9,382 38	30,235 13	19,514 37	13,994 48	
1892-93..	32	43,901 28	9,585 17	34,316 11	16,889 95	17,426 16	
1893-94..	32	41,834 70	8,859 23	32,975 47	17,645 09	15,330 38	
1894-95..	32	50,703 84	11,626 20	39,077 64	14,640 07	24,437 57	
1895-96..	32	47,456 74	10,894 91	36,561 83	16,476 46	20,985 37	
1896-97..	32	54,208 81	13,605 58	46,603 23	10,821 04	29,782 19	
1897-98..	32	48,892 21	11,665 57	37,226 64	18,181 09	14,045 01	
1898-99..	32	56,314 51	13,840 48	42,474 04	12,873 06	29,600 94	
1899-1900	32	62,266 61	14,925 18	47,351 43	12,891 56	34,459 87	
1900-01..	32	62,523 20	15,261 31	47,261 89	16,862 66	30,399 23	
1901-02	32	65,315 38	15,710 79	49,604 59	16,376 27	33,228 32	
1902-03..	32	56,417 38	13,856 57	42,560 81	17,843 19	24,717 62	
1903-04..	32	72,708 54	19,074 49	53,634 05	24,281 09	29,352 96	
1904 05..	32	66,798 46	16,759 79	50,038 67	26,863 16	23,175 51	
1905-06..	32	65,936 66	16,484 16	49,452 50	17,485 97	31,966 53	
1906-07..	32	61,597 30	16,156 78	45,440 52	15,425 32	30,015 20	
1907-08..	32	76,471 58	20,041 17	56,430 41	37,912 11	18,518 20	

PRINCE EDWARD ISLAND RAILWAY.

CAPITAL ACCOUNT.

The cost of road and rolling stock up to March 31, 1908:—

Road, &c.	$ 7,029,212 97
Rolling stock.	668,548 07
Total.	$ 7,697,761 04

The rolling stock provided on capital account consisted of:—

Engines.	Passenger Car Stock.			Official cars.	Box, cattle and Refrigerator cars.	Platform cars and coal cars.	Conductors' vans.	Pay car.	Snow ploughs.	Flangers.
	1st class cars.	2nd class cars.	Baggage smoking and postal.							
31	23	19	14	1	271 21 3	147 22	4	1	10	9
					294	169				

The capital expenditure during the year amounted to $390,461.83, of which $229,875.71 was expended on increased accommodation at Charlottetown.

The following table shows the working expenses, the gross and net earnings, the tons of freight and number of persons carried each year since June 30, 1875, when the road was first opened for traffic: —

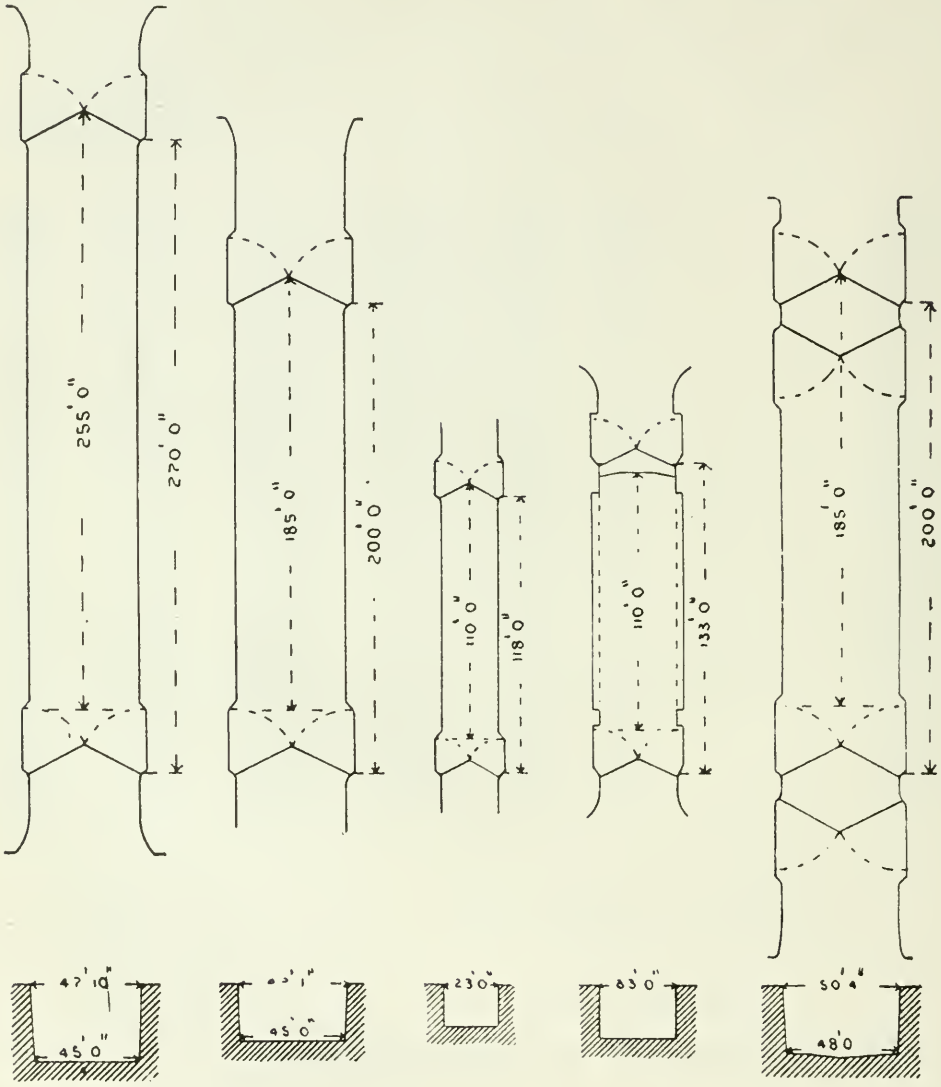
Year.	Miles in operation.	Working expenses.	Gross earnings.	Loss.	Tons of freight carried.	No. of passengers carried.
		$ cts.	$ cts.	$ cts.		
1875-76	199	214,930 43	118,060 96	96,869 47	28,358	93,964
1876-77	199	228,595 25	130,664 92	97,930 33	41,039	93,478
1877-78	199	221,599 49	135,899 60	85,699 89	38,668	111,428
1878-79	199	223,313 12	125,855 99	97,457 21	38,923	105,046
1879-80	199	164,640 55	113,851 11	50,789 44	37,208	90,533
1880-81	199	203,122 88	131,131 43	71,991 45	45,336	102,937
1881-82	199	228,259 97	137,267 54	90,922 43	48,315	118,436
1882-83	199	252,808 41	146,170 42	106,637 99	51,920	117,162
1883-84	199	236,428 13	144,504 12	91,924 01	51,841	118,988
1884-85	211	211,207 01	158,588 06	52,618 95	57,346	130,423
1885-86	211	216,744 34	155,584 36	61,159 98	57,913	120,374
1886-87	211	204,237 37	155,303 37	48,934 00	63,589	103,067
1887-88	211	229,639 95	158,365 62	71,276 33	59,603	131,246
1888-89	211	247,559 44	171,369 56	76,189 89	55,682	152,780
1889-90	211	266,485 85	160,971 78	105,514 07	51,604	133,099
1890-91	211	257,990 08	174,258 05	83,732 03	59,511	145,508
1891-92	211	289,706 38	157,442 69	132,263 69	51,065	139,389
1892-93	211	226,422 17	162,690 42	63,731 75	56,718	132,111
1893-94	211	226,891 06	158,533 83	68,257 23	53,577	123,727
1894-95	211	232,105 19	149,654 71	83,250 41	48,325	125,089
1895-96	211	225,138 56	146,476 54	78,662 02	46,395	122,586
1896-97	211	240,489 90	153,443 13	87,046 77	52,151	121,498
1897-98	211	231,418 74	158,950 61	72,468 13	57,539	126,510
1898-99	211	218,053 01	165,021 03	53,040 98	57,968	129,667
1899-1900	211	220,931 81	174,738 73	46,193 08	62,227	147,471
1900-01	211	261,766 24	193,833 48	67,883 76	73,696	157,793
1901-02	210	270,159 97	197,999 97	72,160 00	75,381	184,748
1902-03	209	259,637 82	217,714 24	41,923 58	80,582	205,265
1903-04	209	335,695 44	234,390 03	101,305 41	86,286	224,517
1904-05	209	370,464 44	217,330 61	153,133 83	75,969	235,194
1905-06	261	294,253 16	257,270 57	36,982 59	87,162	256,092
1906-07	267	283,148 50	215,434 97	67,713 53	67,144	232,371
1907-08	267	399,947 79	304,579 83	95,367 96	97,250	317,828

1906-7 nine months only.

Steel rails (50 and 56 lb. to yard)	263·5
Iron rails (40 lb. to yard)	4
Total length of road	267·5

The road and rolling stock are in good running condition.

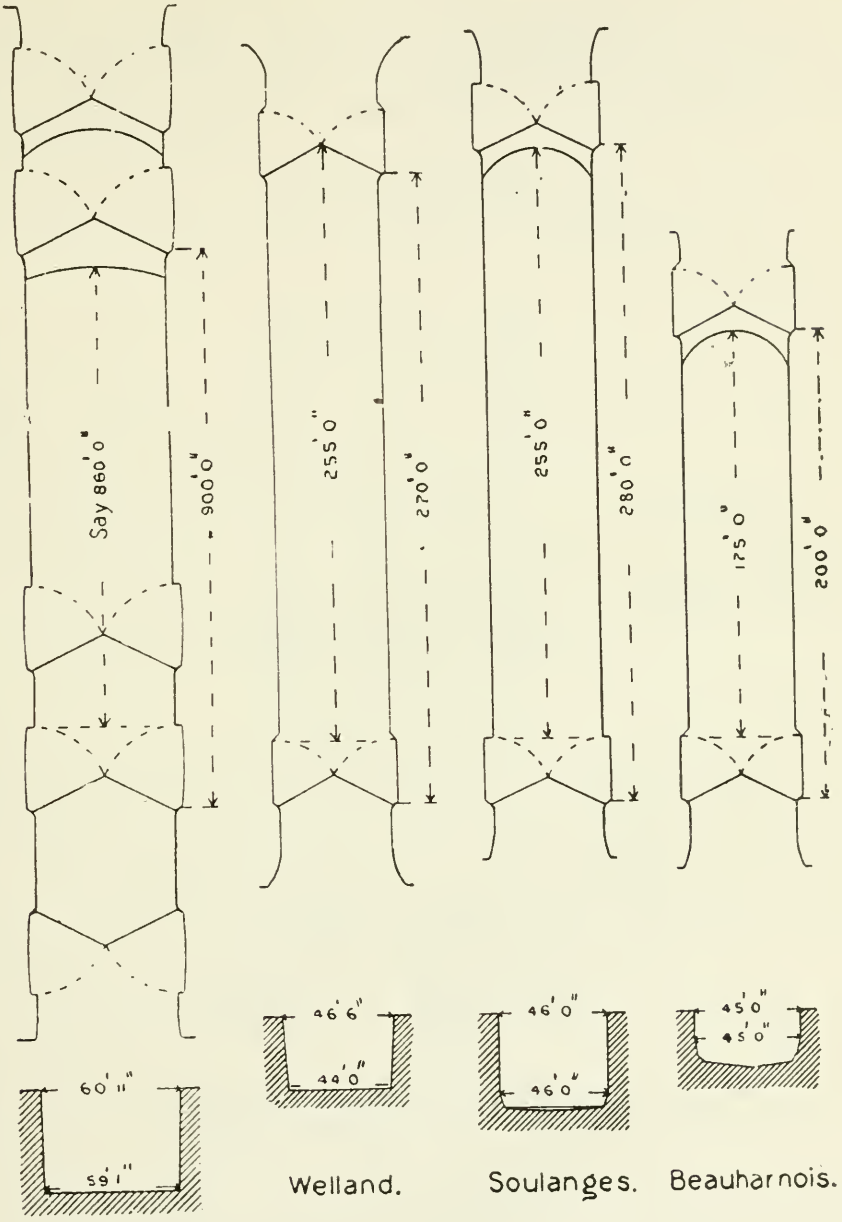
Plans and Sections showing the Dimensions of the Smallest Lock on each



Lachine | St Anne, St Ours, Carillon, & Grenville. | Chambly | Rideau | St Peter's

There are no locks on the through route between Lake Superior and

of the Canadian Canal Systems except the Trent Canal, which is uncompleted.

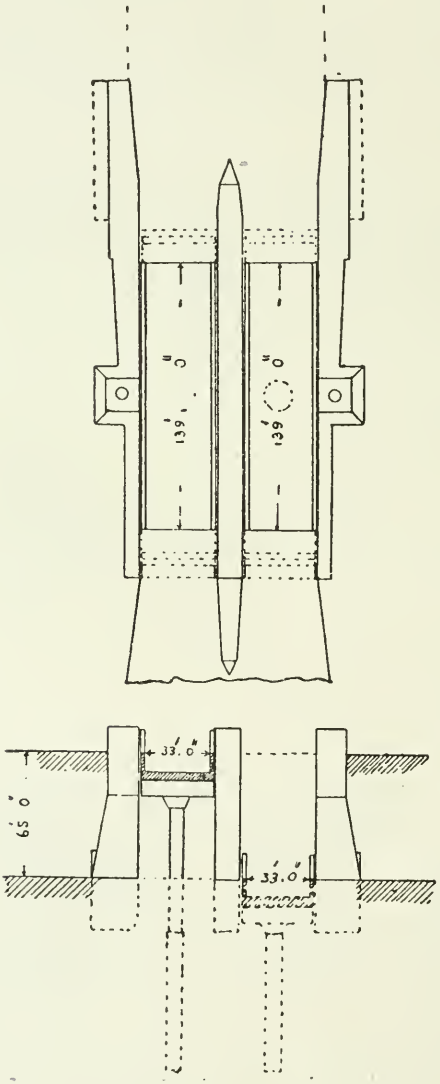


Montreal of less dimension than those of the Welland Canal Locks.

TRENT CANAL

Hydraulic Lift-Lock at Peterborough

65 Feet Lift



CANALS.

The preceding diagrams of the locks on the Lachine, Soulanges, Welland and Sault Ste. Marie canals practically give the key to the whole navigation between Montreal and Lake Superior. There are no locks to be passed of less dimensions than those of the Welland canal.

The dimensions of the locks of the Beauharnois, Carillon and Grenville, Ste. Anne, Chambly, St. Ours, Rideau, Trent and St. Peter's are also shown.

CONSTRUCTION.

SOULANGES CANAL.

This canal extends from Coteau Landing to Cascades, a distance of 14 miles.

The works of construction of this canal are completed.

Total expenditure up to March 31, 1907	$6,904,683 58
Expended during the year ended March 31, 1908	50,634 01
Total expended up to March 31, 1908	$6,955,317 59

There yet remain some further payments to be made.

SAULT STE. MARIE CANAL.

This canal is cut through St. Mary's island; it is 1½ miles in length. The depth of water on the mitre sill at low water is 20 feet 4 inches, 22 feet in the prism, 21 feet 5 inches in the lower entrance, with a minimum width of 315 feet. In the upper entrance there is only a depth of 18 feet of water at low water, but the work of deepening to 21 feet 5 inches is in progress. A contract was entered into with Mr. Boone to continue the work of deepening and widening, which, when completed, will give safe passage for vessels approaching and departing from the canal.

Total expenditure up to March 31, 1907	$4,639,180 62
Expended from March 31, 1907, to March 31, 1908	140,433 22
Total expended up to March 31, 1908	$4,779,613 84

TRENT CANAL.

This canal is designed to extend from the waters of Lake Ontario to the Georgian bay on Lake Huron, at the mouth of the Severn river, the total distance being about 200 miles, of which 20 miles are canal and about 180 miles river and lake navigation.

Section No. 1 extends from deep water in the river at station A, above the highway bridge at Trenton, to the station marked B, about one mile above Gren Millar Bridge, a distance of about four and one quarter miles. Larkin & Sangster, contractors.

Section No. 2 extends from the end of section 1 at station marked B, about a mile above Glen Millar bridge, to the station marked C, about one and a quarter miles above Frankfort bridge, a distance of about four and one-half miles. Dennon & Rogers contractors.

Section No. 3 extends from the end of section 2, about a mile and a quarter above Frankfort bridge, to station marked D, about three miles above Glen Ross, a distance of about seven miles and a half. Canadian Development Company, contractors.

Section No. 4 will fill in the location between sections 3 and 5; this section had not been let up to August 1, 1908.

Section No. 5 extends from deep water in the River Trent, at station marked A above highway bridge in Campbellford, to deep water in Crow bay at station marked B, a distance of about three miles. Brown & Aylmer contractors.

Rosedale section.—The work embraced in this section extends from deep water at station A in Balsam lake, above the highway bridge at Rosedale, to deep water at station B in Cameron lake, a distance of about two miles. R. McDonald Co. contractors.

Balsam-Simcoe Lake Division.

For section No. 1 Mr. Andrew Onderdonk was the contractor. He completed his contract some time ago, but as it is only a section of this division, it is only occasionally used, and has not been formally opened for public traffic. It is about six miles in length.

Section No. 2 is completed.

Section 3.—To complete this canal, which is designed to extend from the Georgian bay to the waters of Lake Ontario, there remains to be placed under contract the section from Lake Simcoe to Georgian bay waters.

Holland River Division.

Section No. 1.—A contract for this section was entered into with the Lake Simcoe Dredging Company on April 30, 1906. Contract cancelled.

Section No. 2.—From Holland Landing to Newmarket, a contract has been made with Mr. J. Riley, of St. Catharines, for this section, and assigned to the York Construction Company, Ltd., of Toronto.

The following is a statement of the expenditure made on the construction of this canal from its commencement up to March 31, 1908:—

Total expenditure to March 31, 1907..	$5,430,488 66
Expended from April 1, 1907, to March 31, 1908..	343,176 05
Total expenditure to March 31, 1908..	$5,773,664 71

ENLARGEMENT.

LACHINE CANAL.

This canal extends from Montreal to Lachine, a distance of 8½ miles. There are 5 lift locks, 270 x 45 feet, with 14 feet water on the mitre sills, giving a total rise of 45 feet. There was a large amount of work performed in the way of repairs and renewals during the year. There were new plans prepared during the year providing for the rebuilding of part of the slope walls in concrete. Messrs. Quinlan & Robertson secured the contract and the work was pushed vigorously as soon as the canal was unwatered. The work of dredging the basin, &c., was continued during the year. The total quantity of material excavated was about 12,350 cubic yards. Work on the installation of the electric machinery for the operation of lock gates, &c., was continued during the year.

The total expenditure for original construction from 1843 to 1848		$2,587,532 85
Expenditure in 1869		2,000 00
Total expenditure up to June 30, 1869		$2,589,532 85
Total expenditure for enlargement to March 31, 1907	$ 9,008,217 93	
Expenditure from April 1, 1907, to March 31, 1908	203,307 25	
Total expenditure for enlargement to March 31, 1908		9,211,525 18
Total expenditure for construction and enlargement to March 31, 1908		$11,801,058 03

CORNWALL CANAL.

This canal extends from Cornwall to Dickenson's Landing, a distance of 11 miles. No special work during the year.

FARRAN'S POINT CANAL.

This canal commences at Farran's Point and extends a mile westward.

The work of enlargement on this canal is completed.

The total expenditure for construction and enlargement up to March 31, 1907, is	$877,090 57
Expended during the year ended March 31, 1908	Nil
Total expenditure up to March 31, 1908	$877,090 57

RAPIDE PLAT CANAL.

This canal extends from Morrisburg westward for a distance of 3⅞ miles.

A power plant is being constructed at the lock in the village of Morrisburg for manufacturing and lighting purposes.

The work of enlargement was completed on January 14, 1905.

Total expenditure up to March 31, 1907	$2,158,242 00
Expended during the year ended March 31, 1908	Nil
Total expenditure up to March 31, 1908	$2,158,242 00

GALOPS CANAL.

The works of enlargement of both the Iroquois section and the Cardinal section of this canal are completed.

The work on the upper entrance section, for which Messrs. Murray & Cleveland are the contractors, is drawing to a close, and will, it is confidently expected, be completed during the current year.

Total expenditure on enlargement up to March 31, 1907	$6,006,626 92
Expended from March 31, 1907, to March 31, 1908	100,312 81
Total expenditure up to March 31, 1908	$6,106,939 73

WELLAND CANAL.

The trunk line extends from Port Dalhousie on Lake Ontario to Port Colborne on Lake Erie, a distance of 26¾ miles.

IMPROVEMENTS AT PORT COLBORNE.

Messrs. Hogan & McDonell are the contractors for this work. The condition of the works may be described as follows:—

The contractors have made some progress with the excavation in the new harbour. Mr. M. J. Hogan, under his contract for 'New Docking along West Pier,' has made very good progress.

The contract was let to P. Lyall & Sons to build an 800,000 bushel elevator, work is practically completed.

Total expenditure up to March 31, 1907	$1,495,545 26
Expended from April 1, 1907, to March 31, 1908	581,701 35
Total expenditure up to March 31, 1908	$2,077,246 61

REMOVAL OF OBSTRUCTIONS AND IMPROVEMENTS.

The obstructions referred to are the pivot piers of the bridges in the centre of the canal. It is proposed each year, to tear down two or three of the old bridges and

build new structures spanning the entire channel, until all the bridges have been rebuilt.

Nine of these bridges have been replaced with modern structures, giving a clear channel 100 feet in width.

Other improvements of various kinds have been carried out.

Total expenditure up to March 31, 1907	$ 656,464 21
Expended from March 31, 1907, to March 31, 1908	175 88
Total expenditure up to March 31, 1908	$ 656,640 09

DEEPENING PORTIONS OF LONG LEVEL.

This work was executed by Magnann & Phinn.

This deepening will give 17 feet at normal level and 15 feet at extreme low water; the work is completed.

Total expenditure up to June 30, 1906	$ 492,288 76
Expended from June 30, 1906, to March 31, 1907	61,516 73
Total expenditure up to March 31, 1907	$ 553,805 49

General.

Total expenditure on original construction	$ 7,693,824 03
Expended on enlargement, including new Welland canal, to March 31, 1908	20,388,805 83
Total expenditure up to March 31, 1908	$28,082,629 86

ST. LAWRENCE RIVER AND LAKE IMPROVEMENTS.

GALOPS RAPIDS CHANNEL.

Total expenditure up to March 31, 1907	$ 999,482 81
Expended from April 1, 1907, to March 31, 1908	4,862 30
Total expenditure up to March 31, 1908	$1,004,345 11

NORTH CHANNEL.

This channel is about 2⅓ miles in length, 300 feet wide, with 16 feet of water at low water.

It commences about one mile west of the upper entrance to the Galops canal, and runs in a direct line to deep water off Chimney Point.

The work also comprises the building of dam from Adam's island to Galops (Ogden) island. These works were executed by the contractor, Mr. M. A. Cleveland.

Total expenditure up to March 31, 1907	$1,601,119 06
Expended from April 1, 1907, to March 31, 1908	40,500 00
Total expenditure up to March 31, 1908	$1,641,619 06

ST. LAWRENCE RIVER AND CANALS.

REDUCING SHOALS WEST OF CORNWALL CANAL.

The contemplated improvement of the river channel west of the upper entrance of the Cornwall canal has been completed by the removal of the following five shoals:—

Wagner's Island shoal.

Dawson's Point.

Archibald's Point.

Markell's Point.

Maxwell's shoal.

The removal of these shoals to a depth of 17½ feet of water, has materially improved the channel. It has changed the direction of the current, which, instead of flowing in the direction of the Long Sault as heretofore, has taken a direct course towards the entrance of the canal, a deviation which greatly advantages the navigation of the channel.

Total expenditure on river reaches to March 31, 1907	$ 496,484 08
Expenditure April 1, 1907, to March 31, 1908	9,897 90
Total expenditure up to March 31, 1908	$ 506,381 98

SUMMARY.

To summarize, I may state the cost of construction and enlargement of the canals and improvements to the river and lakes up to March 31, 1908, to be as follows, viz.:—

Route from Montreal to Port Arthur.

—	Original Construction of Canals.	Enlargement of Canals.	Improvement to St. Lawrence River and Lakes.	Total.
	$ cts.	$ cts.	$ cts.	$ cts.
Lachine Canal	2,589,532 85	9,211,525 18		11,801,058 03
Lake St. Louis			298,176 11	298,176 11
Soulanges Canal	6,955,317 59			6,955,317 59
Lake St. Francis			75,906 71	75,906 71
Cornwall Canal	1,945,624 73	5,288,557 87		7,234,182 60
Williamsburg Canal	1,320,655 54	10,696 26		
Farran's Point Canal		877,090 57		
Rapide Plat Canal		2,158,242 00		10,473,624 10
Galops Canal		6,106,939 73		
Galops Rapids			1,012,459 58	1,012,459 58
St. Lawrence River and Reaches			711,238 93	711,238 93
North Channel			1,641,619 06	1,641,619 06
Murray Canal	1,248,820 26			1,248,820 26
Welland Canal	7,693,824 03	20,388,805 83		28,082,629 86
Sault Ste. Marie Canal	4,779,613 84			4,779,613 84
Total	26,533,388 84	44,041,857 44	3,739,400 39	4,314,646 67

If to the above total there is added the cost of the Beauharnois canal—$1.636,-690.26, not now required for navigation—the total expenditure is $75,951,336.90.

Route from Lachine to Ottawa.

—	Original Construction.	Enlargement.	Total.
	$ cts.	$ cts.	$ cts.
Ste. Anne's Lock	134,456 51	1,035,759 12	1,170,215 63
Carillon and Grenville	63,053 64	4,119,039 32	4,182,092 96
Total	197,510 15	5,154,798 44	5,352,308 59

Construction by the Imperial Government is not included. Records relating to same were kept in Ordnance Office, Montreal, and were destroyed by fire in 1852.

Route from Ottawa to Kingston.

—	Original Construction.	Enlargement.	Total.
	$ cts.	$ cts.	$ cts.
Rideau Canal	4,085,889 21		4,085,889 21
Tay Canal	489,599 23		489,599 23
Total	4,575,488 44		4,575,488 44

Route from St. John, P.Q., to Sorel.

—	Original Construction.	Enlargement.	Total.
	$ cts.	$ cts.	$ cts.
Chambly Canal	637,056 76	157 90	637,214 66
St. Ours Lock	121,537 65	.....	121,537 65
Total	758,594 41	157 90	758,752 31

Route from Lake Ontario to Georgian Bay.

—	Original Construction.	Enlargement.	Total.
	$ cts.	cts.	$ cts.
Trent Canal	5,773,664 71	.....	5,773,664 71
Total	5,773,664 71	.....	5,773,664 71

Route from Atlantic Ocean to Bras d'Or Lakes.

—	Original Construction.	Enlargement.	Total.
	$ cts.	$ cts.	$ cts.
St. Peter's Canal—Cape Breton	248,762 84	399,784 30	648,547 14
Total	248,762 84	399,784 30	648,547 14

The Culbute canal has been abandoned and the Beauharnois canal is no longer required for navigation purposes, but has to be maintained as a power canal.

The construction of these two canals cost:—

Culbute canal	$ 382,776 46
Beauharnois canal	1,636,690 26
Total	$ 2,019,466 72

MAINTENANCE AND OPERATION.

LACHINE CANAL.

Operation.

An interruption occurred to the traffic through this canal during the season of 1907 of 34 hours.

Maintenance.

A very large amount of work was performed towards maintaining the canal in good order during the year.

The cost of repairs made during the year ended March 31, 1908, is as follows:—

Ordinary repairs under head of staff and repairs		$ 70,427 37
Special repairs under head of income:—		
Rebuilding slope wall, St. Gabriel's basin No. 2	$15,481 12	
Wall at Warehousing Co.'s basin No. 2	17,662 75	
Rebuilding locks 1 and 2	7,489 65	
Spare lock gates	18,998 88	
Manny's gate protection bars	5,170 00	
Engineer's office, lock 2	870 81	
Repairs to lock No. 1	4,898 74	
To reimburse Lachine and Soulanges repairs, appropriations, leak at lock 1	21,699 53	92,271 48
Total		$ 162,698 85

SOULANGES CANAL.

Operation.

The operation of this canal was conducted without interruption during the season of 1907. The cost of repairs made during the year ended March 31, 1908, is as follows:—

Ordinary repairs under head of staff and repairs		$ 35,687 61
Special repairs under head of income—		
General repairs	5,200 00	
Total		$ 40,887 61

CORNWALL CANAL.

Operation.

No interruption occurred to the traffic through this canal during the season of 1907.

The canal is well lighted by electricity, and the lock gates, valves, weirs and bridges have continued to be operated most successfully by electrical power.

Maintenance.

The cost of repairs during the year ended March 31, 1908, is as follows:—

Ordinary repairs under the head of staff and repairs		$ 35,708 69
Special repairs under head of income—		
To make land plan and mark boundaries	$ 2,653 80	
To rebuild river wharf at foot of canal	1,444 13	
To complete north bank above lock 21	6 00	
To provide storage room for spare gates	1,236 44	
To fill in space old and new locks at foot of canal	5,930 46	
		11,270 83
Total		$ 47,417 36

WILLIAMSBURG CANAL.

Operation.

No interruption occurred in the traffic through these canals during the season of 1907.

Maintenance.

The cost of repairs during the year ended March 31, 1908, is as follows:—

Ordinary repairs under the head of staff and repairs	$ 18,563 82

WELLAND CANAL.

Operation.

The removal of the pivot piers from the centre of the canal, which is being done by degrees, is a great benefit to navigation, and is much appreciated by the transportation companies using the canals. Navigation was interrupted for 48 hours.

Maintenance.

The cost of repairs during the year ended March 31, 1908, is as follows:—

Ordinary repairs under the head of staffs and repairs		$ 78,460 40
Special repairs under head of income—		
Repairs to foundation, locks 4 and 18	$ 6,999 15	
Dredging in Port Dalhousie entrance	4,997 01	
To build retaining wall in rock cut	70,000 00	
To renew entrance piers at Port Maitland	56,434 03	
		138,430 19
		$ 216,890 59

SAULT STE. MARIE.

Operation.

No interruption to navigation occurred in this canal during the season.

Maintenance.

The cost of repairs during the year ended March 31, 1908, is as follows:—

Ordinary repairs under the head of staff and repairs	$ 23,206 00

CHAMBLY CANAL.

Operation.

The operation of this canal was conducted without interruption during the season of 1907.

Maintenance.

The cost of repairs during the year ended March 31, 1908, is as follows:—

Ordinary repairs under head of staff and repairs		$ 30,627 72
Special repairs under head of income—		
Telephone line	$ 799 94	
To strengthen banks	9,428 12	
To macadamize road west of canal	4,167 23	
To macadamize tow-path	13,998 81	
General repairs	5,870 21	
		34,264 31
		$ 64,892 03

ST. OURS LOCK.

Operation.

There was no interruption to navigation on this canal during the season of 1907.

Maintenance.

The cost of repairs during the year ended March 31, 1908, is as follows:—

Ordinary repairs under the head of staff and repairs		$ 2,121 43
Special repairs under head of income—		
New boom piers and booms	$ 2,071 37	
Manning's gate bars	1,267 42	
		3,338 79
Total		$ 5,460 22

ST. ANNE'S LOCK.

Operation.

There was no interruption to navigation on this lock during the season of 1907.

Maintenance.

The cost of repairs during the year ended March 31, 1908, is as follows:—

Ordinary repairs under the head of staff and repairs	$ 1,693 63
General repairs	1,199 82
Manning's gate bars	1,301 60
Total	$ 4,195 05

CARILLON AND GRENVILLE CANALS.

Operation.

There was no interruptioon to navigation on these canals during the season of 1907.

Maintenance.

The cost of repairs during the year ended March 31, 1908, is as follows:—

Ordinary repairs under the head of staff and repairs		$ 9,775 35
Special repairs under head of income—		
To macadamize road, Carillon canal	$ 478 95	
General repairs	908 40	
		1,387 35
Total		$ 11,162 70

BEAUHARNOIS CANAL.

Operation.

This canal is only being used by a few market boats and barges. The staff has been reduced to one man at each lock and isolated bridge, and three men in charge of ferries.

Maintenance.

The cost of repairs during the year ended March 31, 1908, is as follows:—

Ordinary repairs under head of staff and repairs		$ 13,019 76
Special repairs under head of income—		
Repairing leak in south bank		2,260 81
		$ 15,280 57

MURRAY CANAL.

Operation.

There was no interruption to navigation on this canal during the season of 1907.

Maintenance.

The cost of repairs during the year ended March 31, 1908, is as follows:—

Ordinary repairs under the head of staff and repairs....		$ 2,953 23
Special repairs under head of income—		
To rebuild piers with concrete, east end..	37,334 70	
		$ 40,287 93

RIDEAU CANAL.

Operation.

There was an interruption to navigation on this canal during the season of 1907. of six days.

Maintenance.

The cost of repairs during the year ended March 31, 1908, is as follows:—

Ordinary repairs under the head of staff and repairs....		$ 55,090 45
Special repairs under head of income—		
To complete purchase of tug.. .. ..$	7,270 23	
To rebuild waste weir at Black Rapids.....	3,500 00	
Improvements..	3,000 00	
Compensation for damages in connection with break in Poonamalie dam.....	12,132 80	
To reimburse the united counties of Leeds and Grenville and the county of Lanark for outlay in connection with the rebuilding of bridge over the Rideau river at Andrewsville carried away by the breaking of the Poonamalie dam on the Rideau canal..	1,000 00	
Rebuilding apron below bulkhead at Hog's Back..	16,000 00	
		42,903 03
Total..		$ 97,993 48

TRENT CANAL.

Operation.

There was no interruption to navigation on this canal during the season of 1907.

Maintenance.

The cost of repairs during the year ended March 31, 1908, is as follows:—

Ordinary repairs under the head of staff and repairs		$ 33,382 94
Special repairs under the head of income—		
Trent improvements	$33,493 49	
Dam at Buckhorn	28,359 54	
New boat for towing and inspection	19,062 50	
Dam at Lovesick	9,994 23	
To construct a road across McLaren's Creek	1,991 43	
		92,901 19
Total		$126,284 13

ST. PETER'S CANAL.

Operation.

There was no interruption to navigation on this canal during the season of 1907.

Maintenance.

The cost of repairs during the year ended March 31, 1908, as follows:—

Ordinary repairs under the head of staff and repairs	$ 942 64

CULBUTE CANAL.

This canal has been abandoned for navigation purposes.

SUMMARY.

Cost of maintenance and operation of the canal system for the year ended March 31, 1908	$ 924,417 74
Net revenue of canals after deducting refunds	144,882 13
Excess of cost of maintenance and operation over revenue	$ 779,535 61

SESSIONAL PAPER No. 20

TABLE showing the dates of closing of the canals for the season of 1907.

Name of Canal.	Navigation opened 1907.	Navigation closed 1907.
Lachine	April 30	December 3
Soulanges	May 1	" 5
Cornwall	April 28	" 6
Farran's Point	" 29	" 6
Rapide Plat	" 29	" 6
Galops	" 29	" 6
Murray	" 15	" 5
Welland	" 15	" 15
Sault Ste. Marie	" 22	" 15
Grenville	May 1	November 30
Carillon	" 1	" 30
Ste. Anne's	April 22	" 30
Chambly	May 1	" 30
St. Ours	April 27	" 30
Rideau (At Ottawa.)	May 1	" 29
Rideau (At Kingston.)	" 1	" 27
*Trent	April 20	" 27
Beauharnois	May 27	" 30
St. Peter's	" 1	January 14, 1908

* Navigation opened and closed on Trent Canal at various dates (see Superintendent's report).

GENERAL REMARKS.

For details as regards the subjects treated in this report, I refer you to the reports of the officers in charge of the government railways and canals, which form appendices hereto.

RAILWAY SUBSIDIES.

The subsidies voted for railways, as stated in previous annual reports, are in such a form that it is not possible to show the amount of cash subsidy granted, as the amount of subsidy will, in many cases, be based upon the cost of each road. For this reason it is not possible to give the amount of each subsidy available; but, the amount paid will be shown in the statements in Parts 1 and 2, also the number of miles of railway for which subsidy is granted per mile, which was available, and the number of miles of railway built up to March 31, 1908, for which cash subsidy per mile was granted. There will also be found the amount of subsidy per annum paid up to March 31, 1908, with the number of miles built.

CANAL STATISTICS.

COMPARATIVE Statement of tons of freight which passed through the canals in seasons of 1906 and 1907.

Name of Canal.	Season of 1906.	Season of 1907.	Number of trips of vessels passing through.	
			Season of 1906.	Season of 1907.
Welland Canal	1,201,967	1,614,132	1,536	1,982
St. Lawrence Canals	1,636,117	2,100,466	9,471	10,086
Chambly Canal	498,939	625,282	3,890	4,179
Ottawa River Canals	397,415	337,850	2,207	2,034
Rideau River Canal	82,159	82,369	5,867	6,356
St. Peter's Canal	76,327	73,167	1,418	1,337
Trent Canal	28,495	69,806	1,987	4,785
Murray Canal	27,727	52,402	761	1,053
Sault Ste. Marie Canal	6,574,039	15,588,165	5,680	6,349
Total	10,523,185	20,543,639	32,817	38,161

RAILWAYS

LENGTHS OF THE GOVERNMENT RAILWAYS

CANALS

LENGHTS AND LOCATIONS OF THE DOMINION CANALS AND THE INTERMEDIATE WATERS.

WITH THE

DIMENSIONS OF LOCKS.

MAPS

The Canadian Pacific Railway was opened for through traffic on June 28, 1886.

INTERCOLONIAL RAILWAY.

The Intercolonial Railway touches six Atlantic ocean ports, namely, Point du Chêne, Pictou, Halifax, St. John, Sydney and North Sydney, as well as the ports of Quebec and Montreal on the River St. Lawrence.

The total length of the road operated during the year ended March 31, 1908, was 1,448·62 miles, and for freight branches 43·34 miles, making a total of 1,491·96 miles.

The following are the through distances: —

	Miles.
Halifax to Montreal, via Lévis	837
St. John to Montreal, via Lévis	740
Sydney to Montreal, via Lévis	990
North Sydney to Montreal, via Lévis	983

Freight carried direct via St. Henri to Montreal, which would reduce each of the above distances by 3 miles.

WINDSOR BRANCH.

This road extends from Windsor Junction, on the Intercolonial Railway, to Windsor, a distance of 32 miles.

PRINCE EDWARD ISLAND RAILWAY.

LENGTH OF LINE.

	Miles.
Souris to Tignish	166
Mount Stewart to Georgetown	24
Charlottetown to Royalty Junction	5
Emerald Junction to Cape Traverse	13
Alberton to Cascumpec wharf	1
Charlottetown to Murray Harbour	52·3
Montague Junction to Montague	6·2
	267·5

Communication between the Prince Edward Island Railway and the Intercolonial Railway is afforded in summer by steamer between Summerside and Point du Chêne, between Charlottetown and Pictou and between Georgetown and Pictou, and in winter by specially built steamers between Georgetown and Pictou and between Charlottetown and Pictou. There is also further provision made for communication by ice boats between Cape Traverse on Prince Edward Island and Cape Tormentine on the mainland, a distance of about 9 miles, at which latter place connection is made with the New Brunswick and Prince Edward Island Railway, about 40 miles in length, connecting with the Intercolonial Railway at Sackville. This winter service across the Straits of Northumberland is efficiently worked by the Marine and Fisheries Department.

CANALS.

The following statements give in concise form the essential features of the government canal works and the intermediate water navigation:—

The canal systems of the Dominion, under government control in connection with lakes and navigable rivers are as follows:—

First.—The through route between Montreal and the head of Lake Superior (14 feet minimum depth of water.)

	Miles.
1. Lachine Canal	8½
Lake St. Louis and River St. Lawrence	16
2. Soulanges Canal	14
Lake St. Francis and River St. Lawrence	33
3. Cornwall Canal	11
River St. Lawrence	5
4. Farran's Point Canal	1
River St. Lawrence	10
5. Rapide Plat Canal	3½
River St. Lawrence	4
6. Galops Canal	7¼
River St. Lawrence and Lake Ontario	236
7. Welland Canal	26¾
Lake Erie, Detroit River, Lake St. Clair, Lake Huron, &c.	580
8. Sault Ste. Marie Canal	1¼
Lake Superior to Port Arthur	266
Total	1,223¼
To Duluth	1,357
Chicago	1,286

Second.—Ottawa to Lake Champlain.

1. Grenville. 2. Carillon. 3. St. Anne's. 4. Chambly. 5. St. Ours Canals.

Third.—Ottawa to Kingston and Perth

1. Rideau Canal.

Fourth.—Lake Ontario at Trenton to Lake Huron at mouth of River Severn.

1. Trent Canal (not completed).

Fifth.—Ocean to the Bras d'Or Lakes.

1. St. Peter's Canal.

RIVER ST. LAWRENCE AND LAKES.

The River St. Lawrence, with the system of canals established on its course above Montreal, and the Lakes Ontario, Erie, St. Clair, Huron and Superior, with connecting canals, afford a course of water communication extending from the Straits of Belle Isle to Port Arthur, at the head of Lake Superior, a distance of 2,200 statute miles. The distance to Duluth is 2,343 miles. The distance to Chicago, 2,272 miles.

From the Straits of Belle Isle, at the mouth of the St. Lawrence, to Montreal, the distance is 986 miles. From Quebec to Montreal the distance is 160 miles. Owing to the shallowness of the waters on a portion of the river between these two places, particularly through Lake St. Peter, vessels drawing more than from ten to twelve feet were formerly barred from passage for the greater part of the season of navigation. In 1826 the question of deepening the channel was first definitely mooted, but it was not until 1844 that any dredging operations were begun. In that year, the deepening of a new straight channel was commenced, but the scheme was abandoned in 1847. In 1851 the deepening of the present channel was begun. At that time the depth of the channel at low water was 10 feet 6 inches. By the year 1869 this depth had been increased to 20 feet, by 1882 to 25 feet, and by the close of 1888 the depth of 27½ feet, at low water, was attained for a distance of 108 miles from Montreal to a point within tidal influence. This work is now being continued by the government of Canada, which in 1888, under the provisions of the Act 51 Vic., ch. 5, of that year, assumed the indebtedness. The channel has a minimum width of 300 feet, extending to 550 feet at points of curvature. The channel is lighted and buoyed.

Navigation, which is closed by ice during the winter months, opens about the end of April.

Montreal has by this work been placed at the head of ocean navigation, and here the canal systems of the River St. Lawrence begin, overcoming the various rapids by which the river channel upwards is obstructed, and giving access through the St. Lawrence canals, the Welland canal, the great lakes and the Sault Ste. Marie canal, to the head of Lake Superior.

The difference in level between the point on the St. Lawrence, near Three Rivers, where tidal influences ceases, and Lake Superior, is about 600 feet.

The Dominion canals, constructed between Montreal and Lake Superior, are the Lachine, Soulanges, Cornwall, Farran's Point, Rapide Plat, Galops, Murray, Welland and Sault Ste. Marie. Their aggregate length is 73 miles; total lockage (or height directly overcome by locks), 551 feet. The number of locks through which a vessel would pass in its passage from Montreal, at the head of ocean navigation, to the head of Lake Superior, is 48. The Soulanges canal takes the place of the Beauharnois canal; the latter may be abandoned for navigation purposes.

Communication between Lakes Huron and Superior is obtained by means of the Canadian Sault Ste. Marie canal, and also by the St. Mary's Falls canal, situated on the United States side of the River St. Mary. Both these canals are free of toll.

The improvement of the United States channels in St. Mary's river has been continued from year to year, so that the dredged areas now total 34 miles in length, with a minimum width of 300 feet, which is increased at angles and other critical points to 1,000 feet. The depth is 20 feet at the mean stage of water. Excavation has now been commenced to afford 21 feet at the lowest stage of water.

It is important to note that the enlargement of canals on the main route between Montreal and Lake Erie comprises locks of the following minimum dimensions: Length, 270 feet; width, 45 feet; depth of water on sills, 14 feet. The length of the vessels to be accommodated is limited to 255 feet. At Farran's, in the canal of that name, the lock is 800 feet long. A similar lock is built at Iroquois on the Galops canal, the object being to pass a full tow at one lockage.

LACHINE CANAL.

Length of canal	8½ statute miles
Number of locks	5
Dimension of locks	270 feet by 45 feet
Total rise or lockage	45 feet
Depth of water on sills, at two locks	18 "
Depth of water on sills, at three locks	14 "
Average width of new canal	150 "

The old lift locks, 200 feet by 45 feet, are still available, with 9 feet of water on mitre sills.

The canal consists of one channel, with two distinct systems of locks, the old and the enlarged. There are two lock entrances at each end.

The canal extends from the city of Montreal to the town of Lachine, overcoming the St. Louis rapids, the first of the series of rapids which bar the ascent of the River St. Lawrence. They are 986 miles distant from the Straits of Belle Isle.

SOULANGES CANAL.

Length of canal	14 statute miles
Number of locks—	
Lift	4
Guard	1
Dimensions of locks	280 feet by 45 feet
Total rise or lockage	84 feet
Depth of water on sills	15 "
Breadth of canal at bottom	100 "
Breadth of canal at water surface	164 "
Number of arc lights	219 of 2,000 c.p. each

The canal extends from Cascade Point to Coteau Landing, overcoming the Cascade Rapids, Cedar Rapids and Coteau Rapids.

From the head of the Lachine to the foot of the Soulanges the distance is sixteen miles.

CORNWALL CANAL.

Length of canal	11 statute miles
Number of locks	6
Dimension of locks	270 feet by 45 feet
Total rise or lockage	48 feet
Depth of water on sills	14 "
Breadth of canal at bottom	100 "
Breadth of canal at water surface	164 "
Number of arc lights	350

The old lift locks, 200 feet by 45 feet, are also available, with nine feet of water on mitre sills.

From the head of the Soulanges to the foot of the Cornwall canal there is a stretch through Lake St. Francis 38¾ miles which is being made navigable for vessels drawing fourteen feet.

The Cornwall canal extends past the Long Sault Rapids from the town of Cornwall to Dickenson's Landing.

WILLIAMSBURG CANALS.

The Farran's Point, Rapide Plat and Galops canals are collectively known as the Williamsburg canals.

FARRAN'S POINT CANAL.

Length of canal	1 mile
Number of locks	1
New lock	800 feet by 45 feet
Old lock	200 "
Total rise or lockage	3½ feet
Depth of water on sills of new lock	14 "
Depth of water on sills of old lock	9 "
Breadth of canal at bottom	90 "
Breadth of canal at water surface	154 "

From the head of the Cornwall canal to the foot of Farran's Point canal, the distance on the River St. Lawrence is five miles. The latter canal enables vessels ascending the river to avoid Farran's Point rapid, passing the full tow at one lockage. Descending vessels run the rapids with ease and safety.

RAPIDE PLAT CANAL.

Length of canal	3⅔ miles.
Number of locks	2
Dimensions of locks	270 feet by 45 feet
Total rise or lockage	11½ feet
Depth of water on sills	14 "
Breadth of canal at bottom	80 "
Breadth of canal at water surface	152 "

The old lift-lock, 200 feet by 45, is also available, with nine feet of water on mitre sills.

From the head of Farran's Point canal to the foot of Rapide Plat canal, there is a navigable stretch of 10½ miles. The canal was formed to enable vessels ascending the river to pass the rapids at that place. Descending vessels run the rapids safely.

GALOPS CANAL.

Length of canal	7⅛ miles
Number of locks	3
Dimensions of locks, one of which is a guard-lock	1-800 by 45 2-270 by 45
Total rise or lockage	15½ feet
Depth of water on sills	14 "
Breadth of canal at bottom	80 "
Breadth of canal at surface of water	144 "

From the head of Rapide Plat canal to Iroquois, at the foot of the Galops canal, the St. Lawrence is navigable 4½ miles. The canal enables vessels to overcome the rapids at Pointe aux Iroquois, Port Cardinal and the Galops.

MURRAY CANAL.

Length between eastern and western piers	5⅛ miles
Breadth at bottom	80 feet
Breadth at water surface	120 "
Depth below lowest known lake level	11 "

No locks.

This canal extends through the Isthmus of Murray, giving connection westward between the head waters of the Bay of Quinte and Lake Ontario, and thus enabling vessels to avoid the open lake navigation.

WELLAND CANAL.

Main line from Port Dalhousie, Lake Ontario, to Port Colborne, Lake Erie.

	Old Line.	Enlarged on New Line.
Length of canal	27½ miles.	26¾ miles.
Pairs of guard-gates (formerly 3).		2
Number of locks. guard	1	25
Number of locks. lift	26	1
Dimensions	1 (tidal) 230 x 45 1 lock 200 x 45 1 lock 200 x 45 24 locks 150 x 45	270 feet x 45 feet.
Total rise or lockage	326¾ feet	326¾ feet.
Depth of water on sills	10¼ "	14 "

WELLAND RIVER BRANCHES.

Length of canal—	
Port Robinson Cut to River Welland	2,622 feet.
From the canal at Welland to the river, via lock at Aqueduct	300 feet.
Chippewa Cut to River Niagara	1,020 feet.
Number of locks—one at Aqueduct and one at Port Robinson	2
Dimensions of locks	150 by 26½ feet.
Total lockage from the canal at Welland down to River Welland	10 feet.
Depth of water on sills	9 feet 10 inches.

GRAND RIVER FEEDER.

Length of canal	21 miles.
Number of locks	2
Dimensions of locks	1 of 150 by 26½ feet. 1 of 200 by 45 feet.
Total rise or lockage	7 to 8 feet.
Depth of water on sills	9 feet.

PORT MAITLAND BRANCH.

Length of canal	1¾ miles.
Number of locks	1
Dimensions of locks	185 feet by 45 feet.
Depth of water sills	7½ feet.
Total rise or lockage	11 feet.

The Welland canal has two entrances from Lake Ontario, at Port Dalhousie, one for the old, the other for the new canal.

From Port Dalhousie to Allanburg, 11¾ miles, there are two distinct lines of canal in operation, the old line and the enlarged or new line.

From Allanburg to Port Colborne, a distance of 15 miles, there is only one channel, the old canal having been enlarged.

From the head of the Welland canal there is a deep water navigation through Lake Erie, the Detroit river, Lake St. Clair, the St. Clair river, Lake Huron and River St. Mary to the Sault canal, a distance of about 580 miles. From the Sault the distance through Lake Superior to Port Arthur is 266 miles, and to Duluth 397 miles.

SAULT STE. MARIE CANAL.

Length of Canal, between the extreme ends of the entrance piers	5,967 feet.
Number of locks	1
Dimensions of locks	900 feet by 60 feet.
Depth of water on sills (at lowest known water level)	20 feet 3 inches.
Total rise or lockage	18 feet.
Breadth of canal at bottom	141 feet 8 inches.
Breadth of surface of water	150 feet.

This canal has been constructed through St. Mary's Island, on the north side of the rapids of the River St. Mary, and, with that river, gives communication on Canadian territory between Lakes Huron and Superior.

MONTREAL, OTTAWA AND KINGSTON.

This route extends from the harbour of Montreal to the port of Kingston, passing through the Lachine canal, the navigation section of the lower River Ottawa, and the Ottawa canals, to the city of Ottawa; thence by the River Rideau and the Rideau canal to Kingston, on Lake Ontario—a total distance of 245⅝ miles.

After leaving the Lachine canal the works constructed to overcome difficulties of navigation are:—

Ottawa River Canals.

The Ste. Anne's Lock.	Grenville Canal.
Carillon Canal.	Rideau Canal.

The total lockage (not including that of the Lachine canal) is 509 feet—(345 rise, 164 fall)—and the number of locks is 55.

The following table exhibits the intermediate distances from Montreal harbour:—

Sections of Navigation.	Intermediate Distance.	Total Distance from Montreal.
	Miles.	Miles.
The Lachine Canal	8½	.....
From Lachine to Ste. Anne's Lock	15	23
Ste. Anne's Lock and piers	⅛	23
Ste. Anne's Lock and Carillon Canal	27	50
The Carillon Canal	¾	51
From Carillon to Grenville Canal	6¼	57
The Grenville Canal	5¾	63
From the Grenville Canal to entrance of Rideau Navigation	56	119
Rideau Navigation ending at Kingston	126¼	245

ST. ANNE'S LOCK.

	New Lock.	*Old Lock.*
Length of canal	⅛ mile	⅛ mile.
Number of locks	1	1
Dimensions of locks	200 x 45 feet.	190 x 45 feet.
Total rise or lockage	3 feet.	3 feet.
Depth on sills	9 "	6 "

This work, with guide piers above and below, surmounts the Ste. Anne's rapids between Ile Perrot and the head of the Island of Montreal, at the outlet of that portion of the River Ottawa. which forms the Lake of Two Mountains, 23½ miles from Montreal harbour.

THE CARILLON CANAL.

Length of canal	¾ mile.
Number of locks	2
Dimensions of locks	200 x 45 feet.
Total rise or lockage	16 feet.
Depth of water on sills	9 "
Breadth of canal at bottom	100 "
Breadth of canal at water surface	110 "

This canal overcomes the Carillon rapids.

From Ste. Anne's lock to the foot of the Carillon canal there is a navigable stretch of 27 miles, through the Lake of Two Mountains and the River Ottawa.

By the construction of the Carillon dam across the River Ottawa the water at that point is raised 9 feet, enabling the river above to be used for navigation.

GRENVILLE CANAL.

Length of canal	5¾ miles.
Number of locks	5
Dimensions of locks	200 x 45 feet.
Total rise or lockage	43¾ feet.
Depth of water on sills	9 "
Breadth of canal at bottom	40 to 50 feet.
Breadth of canal at surface of water	50 to 80 feet.

This canal, by which the Long Sault rapids are avoided, is about 56 miles below the city of Ottawa, up to which point the River Ottawa affords unimpeded navigation.

RIDEAU NAVIGATION.

The Rideau system connects the River Ottawa, at the city of Ottawa, with the eastern end of Lake Ontario, at Kingston.

Length of navigation waters	126¼ miles.
Number of locks going from Ottawa to Kingston.	33 ascending. 14 descending.
Total lockage..457½..	292¼ rise and 165¼ fall. at high water.
Dimensions of locks	134 x 33 feet.
Depth of water on sills	5 feet.
Navigation depth through the several reaches	5 "
Breadth of canal reaches at bottom	60 feet in earth. 54 feet in rock.

PERTH BRANCH.

Breadth of canal at surface of water	80 feet in earth.
Length of canal	7 miles.
Number of locks	2
Dimensions of locks	134 feet x 33 feet.
Total rise or lockage	26 "
Depth of water on sills	5 " 6 inches.
Length of dam	200 "
Breadth of canal at surface of water	40 "
Breadth of canal at surface of water	40 " in rock. 60 " in clay.

The Perth branch of the Rideau canal affords communication between Beveridge's bay, on Lake Rideau, and the town of Perth.

The summit level of the Rideau system is at upper Lake Rideau, but several of the descending reaches are also supplied by waters which have been made tributary to them. The following description gives the sources of supply:—

From the summit, the route towards Ottawa follows the Rideau river, and that towards Kingston follows the River Cataraqui. The supply of water for the canal is derived from the reserves given in detail below.

These may be divided into three systems, viz.:—

1. The summit level, supplied by the Wolf lake system.

2. The eastern descending level to Ottawa, supplied by the River Tay system, lischarging into Lake Rideau.

The southwest descending level to Kingston, supplied by the Mud lake system, formerly known as the Devil lake system, discharging into Lake Opinicon.

Lake Opinicon receives the waters of Buck lake and Rock lake.

All these waters on the descending level, supplemented by those of Lake Loughboro', flow to Cranberry lake, which, discharging through Round Tail outlet, forms the River Cataraqui. The river, rendered navigable by dams at various points, affords a line of navigation to Kingston.

RICHELIEU AND LAKE CHAMPLAIN.

This system, commencing at Sorel, at the confluence of the Rivers St. Lawrence and Richelieu, 46 miles below Montreal, extends along the River Richelieu, through the St. Ours lock to the basin at Chambly; thence, by the Chambly canal, to St. Johns, and down the River Richelieu to Lake Champlain. The distance from Sorel to the boundary line is 81 miles.

At Whitehall, the southern end of Lake Champlain is entered, and connection is obtained with the River Hudson, by which the city of New York is directly reached. From the boundary line to New York the distance is 330 miles.

The following table shows the distances between Sorel and New York:—

Section of Navigation.	Intermediate Distance.	Total Distances.
	Miles.	Miles.
Sorel to St. Ours Lock	14	14
St. Ours Lock to Chambly Canal	32	46
Chambly Canal	12	58
Chambly Canal to boundary line	23	81
Boundary line to Champlain Canal	111	192
Champlain Canal to junction with Erie Canal	66	258
Erie Canal from junction to Albany	7	265
Albany to New York	146	411

ST. OURS LOCK AND DAM.

Length	$\frac{1}{8}$ mile
Number of locks	1
Dimensions of locks	200 feet by 45 feet.
Total rise or lockage	5 feet.
Depth of water on sills	7 feet.
Length of dam in eastern channel	300 feet.
Length of dam in western channel	690 feet.

At St. Ours, 14 miles from Sorel, the River Richelieu is divided by a small island into two channels. The St. Ours lock is in the eastern channel.

There is a navigable depth in the Richelieu of 7 feet between St. Ours lock and Chambly basin, a distance of 32 miles.

CHAMBLY CANAL.

Length of canal	12 miles.	
Number of locks	9	
Dimensions of locks:—		
Guard lock No. 1 at St. Johns	122 feet.	From 22½ to 24 feet wide.
Lift lock, No. 2	124 "	
" 3, 4, 5, 6	118 "	
" 7, 8, 9 combined	125 "	
Total rise or lockage	74 "	
Depth of water on sills	7 "	
Breadth of canal at bottom	36 "	
Breadth of canal at surface of water	60 "	

This canal succeeds the 32 miles of navigable water between St. Ours lock and Chambly basin. The canal overcomes the rapids between Chambly and St. Johns.

TRENT CANAL.

The term 'Trent canal' is applied to a series of water stretches, which do not, however, form a connected system of navigation, and which, in the present condition, are efficient only for local use. By various works this local use has been extended, and by others, now in progress and contemplation, this will become a through route between Lake Ontario and Lake Huron.

The series is composed of a chain of lakes and rivers, extending from Trenton, at the mouth of the River Trent, on the Bay of Quinté, Lake Ontario, to Lake Huron.

Many years ago the utiizing of these waters for the purpose of through water communication between Lake Huron and Lake Ontario was projected.

The course, as originally contemplated and modified, is as follows:—

Through the River Trent, Rice lake, the River Otonabee and Lakes Clear, Stony, Lovesick, Deer, Buckhorn, Chemong, Pigeon, Sturgeon and Cameron to Lake Balsam, the summit water, about 165 miles from Trenton; from Lake Balsam by a canal and the River Talbot to Lake Simcoe; thence across Lake Simcoe to the Severn river; thence by the River Severn to Georgian bay, Lake Huron; the total distance being about 200 miles, of which only about 15 or 20 miles will be actual canal.

The full execution of the scheme, commenced by the Imeprial government in 1837, was deferred . By certain works, however, below specified, sections of these waters have been made practicable for navigation, and the whole scheme is now being carried out. A branch of the main route, extending from Sturgeon lake south, affords communication with the town of Lindsay, and through Lake Scugog to Port Perry, a distance of 190 miles from Trenton.

The following tables gives the distance of navigable and unnavigable reaches:—

	Navigable. Miles.	Unnavigable Miles.
From Trenton, Bay of Quinté, to Nine Mile rapids	—	9
Nine Mile rapids to Percy landing	19½	—
Percy landing to Heeley's Falls dam	—	14½
Heeley's Falls dam to Peterborough	51¾	—
Peterborough to Lakefield	—	9½
Lakefield to a point across Balsam lake	61	—
Balsam lake to Lake Simcoe	—	18¾
Across Lake Simcoe to Severn river	18	—
Lake Simcoe to Georgian bay via Severn river	—	14
	150¼	65¾
Total distance, Bay of Quinté to Georgian bay		212
From Sturgeon Point on Sturgeon lake, 48¾ miles from Lakefield, the branch through the town of Lindsay to Port Perry at the head of Lake Scugog		27

The works by which the Trent navigation has been improved comprise canals, with locks and bridges, at Young Point, Burleigh rapids, Lovesick, Buckhorn rapids, Bobcaygeon, Fenelon Falls and Rosedale; also dams at Lakefield, Young's Point, Burleigh Falls, Lovesick, Buckhorn, Bobcaygeon and Fenelon Falls. By these works there is afforded communication between Lakefield, 9½ miles from Peterborough, and Balsam lake, the headwaters of the system; opening up a total of about 10 miles of direct and lateral navigation.

At Lakefield, 9½ miles from Peterborough, the dam at the head of the Nine Miles rapids of the River Otonabee, maintains navigation on Lake Katchewannoe up to Young's Point.

At Young's Point, 5 miles from Lakefield, the dam between Lake Katchewannoe and Clear lake controls the water level through Clear and Stony lakes up to the foot of the Burleigh canal.

At Burleigh Rapids, 10 miles from Young's Point, a canal, about 2¼ miles in length, passes the Burleigh and Lovesick rapids, and gives communication between Stony lake and Deer bay.

At Buckhorn rapids, 7 miles from Burleigh rapids, there is a canal about one-fourth of a mile long.

At Bobcaygeon, 15¾ miles from Buckhorn rapids, a dam 553 feet long, controls the water level up to Fenelon Falls.

At Fenelon Falls, 15 miles from Bobcaygeon, a canal about one-third of a mile in length connects Sturgeon lake with Cameron lake.

The following is a list of the locks, with their dimensions:—

1	Lock at Rosedale,	100′ x 30′ x 4′ 6″ to 6′ 6″ depth water on mitre sill.
2	Locks at Fenelon	134′ x 33′ x 5′ 0″ to 7′ 6″ depth of water on mitre sill.
1	" Lindsay	134′ x 33′ x 5′ 0″ to 7′ 0″ " "
1	" Bobcaygeon	134′ x 33′ x 5′ 8″ to 7′ 6″ " "
1	" Buckhorn	134′ x 33′ x 5′ 0″ to 9′ 0″ " "
1	" Lovesick	134′ x 33′ x 5′ 0″ to 9′ 4″ " "
2	" Burleigh	134′ x 33′ x 6′ 0″ to 8′ 0″ " "
1	" Young's Point	134′ x 33′ x 5′ 0″ to 14′ 0″ depth of water on mitre sill.
6	" Peterborough	134′ x 33′ x 5′ 0″ to 10′ 0″ depth of water on mitre sill.
1	" Little Lake—Lakefield.	
1	" Chisholm's	134′ x 33′ x 5′ 0″ to 8′ 6″ " "
1	" Hastings	134′ x 33′ x 7′ 0″ to 10′ 6″ " "
5	" Balsam Lake.	
1	Hydraulic lift lock at Ashburnham.	
1	" " Kirkfield.	
26		

ST. PETER'S CANAL, CAPE BRETON.

Length of canal	About 2,400 feet.
Breadth at water line	55 feet.
Lock	1 tidal lock, 4 pairs of gates.
Dimensions	200 feet by 48 feet.
Depth of water on sills	18 feet at lowest water.
Depth through canal	19 feet.
Extreme rise and fall of tide in St Peter's bay	4 feet.

This canal connects St. Peter's bay on the southern side of Cape Breton, Nova Scotia, with the Bras d'Or lakes. It crosses an isthmus half a mile in width, and gives access from the Atlantic.

BEAUHARNOIS CANAL.

Length of canal	12 statute miles.
Number of locks	9
Dimensions of locks	200 feet by 45 feet.
Total rise or lockage	82½ feet.
Depth of water on sills	9 "
Breadth of canal at bottom	80 "
Breadth of canal at water surface	120 "

As the new Soulanges canal is now opened for navigation the Beauharnois canal is practically abandoned for navigation purposes.

I have the honour to be, sir,
Your obedient servant,

M. J. BUTLER,
Deputy Minister and Chief Engineer of Railways and Canals.

The Honourable GEO. P. GRAHAM,
Minister of Railways and Canals.

MONCTON, N.B., June 30, 1908.

SIR,—I have the honour to submit the following report on the working of the Intercolonial Railway during the fiscal year ended March 31, 1908.

I inclose the report of the chief engineer on the works charged to capital account, the report of the engineer of maintenance on the repair and renewal of the permanent way, buildings and works, and the report of the superintendent of motive power and of the mechanical accountant, with the statements relating to the mechanical department; also the following statements of the accounts of the railway prepared by the comptroller:—

1. Capital account.
2. Revenue.
3. Maintenance of way and structures.
4. Maintenance of equipment.
5. Conducting transportation.
6. General expenses.
7. General stores.
8. General balance.
9. Statement of averages.

The length of railway in operation during the year was the same as last year—1,448·62 miles. Of the total above mileage 17·43 miles are double track.

CAPITAL ACCOUNT.

The cost of road and equipment on March 31, 1907 was	$82,744,937 89
The additions during the year were as follows:—	
Amherst—Improvements at	33,937 57
Antigonish—Increased accommodation at	9,961 20
Campbellton—Improvements at	15,009 86
Chaudière Junction—Engine house, &c.	66,314 31
Dalhousie—Extension of wharf	15.000 00
Drummondville—Improvements at	11,881 76
Glengarry—Water tank and reservoir	7,057 42
Halifax—To increase accommodation at	519,951 96
Halifax—To dredge and blast rock at deep water terminus	4,234 39
Indiantown to Blackville—To put railway into condition for operation	35,855 88
Lévis—Princess pier, addition to	1,363 57
Mitchell—Diversion of line at	1,397 91
Mulgrave—Improvements at	39,641 40
Newcastle—Improvements at	5,725 77
New Glasgow—Increased accommodation at	13,954 78
North Sydney Junction—Improvements at	4,490 05
Pictou—To increase accommodation at	45,138 64
Pirate Harbour—Water service	6,045 36
Rivière du Loup—Engine house, machine shop, &c., at	8.675 11
Sackville—Improvements at	58,344 49
Springhill Junction—Increased accommodation at	8,154 75

Stellarton—To increase accommodation at	5,336 45
Sydney—To increase accommodation at	3,316 52
Sydney Mines—Extension to	48,993 29
St. Alexis—Improvements at	860 92
Ste. Flavie—To increase accommodation at	15,198 10
St. John—Increased accommodation at	48,973 10
Ste. Rosalie—Improvements at	75,992 45
Truro—To increase accommodation at	86,594 94
Windsor, N.S.—Improvements at	2,849 06
Locomotive and car shops and equipment and land purchase at Moncton	645,598 31
New machinery for locomotive and car shops	85,864 51
Additional sidings along the line	27,196 76
Air compressors and reservoirs	5,356 84
Construction—Original	79 52
Double tracking parts of line	89,799 09
Improving grades on the line	3,950 49
Increased accommodation and facilities along the line	61,731 67
New turn-tables	15,304 90
Pintsch gas apparatus	8,217 75
Strengthening bridges	245,165 85
Telegraph line—To improve	24,498 23
Water service—To increase	54,330 17
Air-brake equipment	11,559 79
Air-brakes to freight cars	20,964 62
Ballast plough and unloader	6,500 00
Freight cars—to exchange drawbars	1,900 00
Rolling stock	1,850,462 00
Side ladders on box cars—To provide	4,762 50
Purchase of Canadian Eastern Railway	19,000 00
	$ 4,382,494 01
Making the total on March 31, 1908	$87,127,431 90

New machinery for locomotive and car shops—

This is for additional machinery for the construction and repair of locomotives and cars, and for the installation of it.

Air compressors and reservoirs—

These were required in connection with the repair shops.

Air-brake equipment—

Twenty-five locomotives were fitted with improved air-brake equipment to bring them up to the standard, and fifty were fitted with straight air-brake. One hundred locomotives were fitted with 'Elvin' driving box lubricators.

Air-brakes to freight cars—

One hundred and ten freight cars and ten snow ploughs were equipped during the year with Westinghouse automatic quick action air-brakes.

Freight cars—To exchange drawbars—

Thirty-eight freight cars were changed from the link and pin drawbar to the M.C.B. coupler.

Rolling stock—

Six locomotives of the Pacific type for passenger service, ten locomotives of the consolidation type for freight service, four steam motor cars for passenger service, six hundred and twenty-eight box freight, thirty-one refrigerator, three hundred and ten platform, eighty-five hopper, twenty-five stock, and seventy Hart convertible dump cars were purchased, and one double end snow plough was built

Side ladders on box cars—

One thousand nine hundred and five box freight cars were provided with side ladders, two to each car.

Purchase of Canada Eastern Railway—

This is to pay for the Canada wharf at Chatham purchased from W B. Snowball and R. A. Snowball.

REVENUE ACCOUNT.

The gross earnings and the working expenses for the year compare as follows:—

Gross earnings	$ 9,173,558 80
Working expenses	9,157,435 53
Surplus	$ 16,123 27

The gross earnings compare as follows with those of the corresponding twelve months, April 1, 1906, to March 31, 1907:—

In 1907-8	$ 9,173,558 80
In 1906-7	8,305,985 69
Increase	$ 867,573 11

The earnings from passenger traffic compare as follows:—

In 1907-8	$ 2,711,416 98
In 1906-7	2,542,432 38
Increase	$ 168,984 60

The earnings from freight traffic compare as follows:—

In 1907-8	$ 6,054,493 55
In 1906-7	5,418,106 76
Increase	$ 636,386 79

The earnings from mails and express freight compare as follows:—

In 1907-8	$ 407,648 37
In 1906-7	345,446 55
Increase	62,201 82

The earnings by mile of railway compare as follows:—

In 1907-8	$ 6,332 62
In 1906-7	5,739 07

The earnings by train mile compare as follows:—

In 1907-8	$ 1 25
In 1906-7	1 22

The number of passengers carried compare as follows:—

In 1907-8	2,789,371
In 1906-7	2,686,448
Increase	102,923

There was an increase of 160,394 in the number of local passengers, and a decrease of 57,471 in the number of through passengers.

The weight of freight carried compares as follows:—

	Tons.
In 1907-8	4,134,046
In 1906-7	3,474,289
Increase	659,775

There was an increase in local freight of 564,334 tons and an increase in through freight of 95,441 tons.

WORKING EXPENSES.

The working expenses for the year compare as follows with those of the corresponding twelve months April 1, 1906, to March 31, 1907:—

In 1907-8	$ 9,157,435 53
In 1906-7	7,856,312 37
Increase	$ 1,301,123 16

The averages compare with those of last year as follows:—

Per mile run by engines—	*Cents.*
In 1907-8	92·85
In 1906-7	86·17

Per mile run by trains—

In 1907-8	$ 1 25
In 1906-7	1 15

Working expenses per mile of railway—

In 1907-8	$ 6,321 48
In 1906-7	5,428 36

The rent paid to the Grand Trunk Railway Company, $140,000, is included in the above in order to establish a comparison between the two years.

The permanent way and structures and all works of the railway received necessary repairs and are in good order.

During the year 558,436 ordinary ties and 361 sets of switch ties were put in.

92·00 miles of track were reballasted, 121,257 cubic yards of ballast being used.

3·74 miles of additional sidings were provided at various points.

Bridges, culverts, wharfs and buildings received necessary repairs.

The fences were repaired and 66·19 miles of fences were built.

The snow sheds and snow fences were repaired.

The rolling stock received necessary repairs, and its general condition is good with the exceptions mentioned in the report of the superintendent of motive power.

One first-class sleeping car, one dining car, two postal and smoking cars, two express and baggage cars, one hundred box freight cars, one hundred platfrom cars, three refrigerator cars, ninety-two hopper cars, nine stock cars and eight vans were purchased; four locomotives, two box freight cars, twenty-five platform cars, two oil tank cars and one hopper car were built in the workshops of the railway, all to replace an equal number taken out of service. The locomotives, the platform, refrigerator, hopper and stock and sixty-nine of the box cars were of greater capacity than the ones they replaced.

STORES.

The value of stores purchased was	$ 3,459,903 58
The value of stores used was	3,848,831 19
The value of material sold was	182,028 96

The value of stores on hand at the end of the year was:—

Miscellaneous	$ 421,225 64
Fuel	79,103 55
Roadway and bridge material	865,606 45
Total	$ 1,365,935 64

GENERAL.

The winter of 1907-8 was comparatively mild and little delay was experienced from snow storms.

On October 31, 1907, the freight house at Campbellton with its entire contents were destroyed by fire.

The employees of the railway had been asking for some time that a pension fund should be established in connection with the railway, applicable to all the permanent employees. The proposition was approved by the Railway Department and an Act of Parliament was passed authorizing the establishment of such a fund. This Act went into effect on the 1st of April, 1907. The Act is called the Intercolonial and Prince Edward Island Railways Employees' Provident Fund Act.

The fund established under this Act is formed of contributions by the employees and by the railways; one and one-half per cent being deducted monthly for this purpose from the salary and wages of all employees, and an equal amount being contributed monthly by the railways. The fund is vested in and belongs to His Majesty and interest is allowed on it at the rate of three per cent per annum, which interest is added to and forms part of the fund. The fund is administered by the Minister of Railways and Canals through a board consisting of five persons, one of whom is the general manager of government railways, two are appointed from time to time by the

minister from among the chief officers of the railways, and the other two are elected by the employees contributing to the fund.

During the fiscal year the contribution of the employees amounted to	$ 82,707 74
The contribution by the railway amounted to	82,707 74
A total of	$ 165,415 48
The total expenditure was	27,760 63
Leaving a balance of	$ 137,654 85
To which is to be added the interest	1,594 36
Making a total amount to the credit of the fund on the 31st of March, 1908	$ 139,249 21

In connection with the balance at the credit of the fund, it may be stated that the calculations which were made at the time the provident fund scheme was being prepared, showed that the expenditure for the first few years would be much below the receipts, but that in subsequent years the expenditure would increase rapidly.

During the year that the fund has been in operation one hundred and forty-two employees were retired and placed upon the fund. Of this number eleven have died, leaving one hundred and thirty-one persons on the list receiving an allowance from the fund at the end of the fiscal year. Almost all the employees who have been retired and granted an allowance are pleased with the arrangement, and in many cases they have expressed their appreciation. Many of these who have given long and faithful service would have suffered hardship in their old age if it had not been for the establishment of the fund. The railways have also been benefited by the operation of the Act, as a considerable number of employees who, on account of old age or disability were unable to perform their duties efficiently, have retired from the service.

I have the honour to be, sir.

Your obedient servant,

D. POTTINGER,

General Manager Government Railways.

M. J. BUTLER, Esq., C.E.,
Deputy Minister and Chief Engineer,
Department of Railways and Canals,
Ottawa, Ont.

INTERCOLONIAL RAILWAY.

OFFICE OF THE CHIEF ENGINEER.

MONCTON, N. B., June 4, 1908.

SIR,—I have the honour to submit the following report on capital account expenditure for the fiscal year ending March 31, 1908: —

To strengthen bridges—

A new steel bridge was erected at Boiestown, N.B.; 6 deck plate girder spans (3 new spans 75 feet long and 3 old spans 56 feet long, which were taken out of Bedford bridge), new masonry and approaches were built, and new floor provided.

The steel work for bridges was delivered and erected during the year as follows:—

Doaktown, 3 spans, riveted camel-back skew trusses (1 span 164 feet one-half inches long, 1 span 160 feet 8½ inches long and 1 span 161 feet 9 inches long).

Stewiacke, 2 deck spans (1 span 84 feet 6 inches long and 1 span 94 feet 6 inches long).

Bic, 1 span, 108 feet 8 inches through plate girder.

Isle Verte, 2 deck plate girder spans (1 span 106 feet 10⅝ inches and 1 span 101 feet 3⅞ inches).

Boyer River, 2 spans 89 feet 3 inches, deck plate girders.

St. Henri, 6, 90 to 93 feet, deck plate girder spans.

Truro, 8, 21 foot, deck plate spans.

The alterations to the masonry of abutments and piers for these bridges and new floors are under way and will be completed early in fiscal year 1908-9.

Contracts are let, and the steel work is being delivered, for bridges at Harbour au Bouche, Brierly Brook, Bear Brook, Thompson, Dorchester (3), Humphrey's, Halls Creek, Anagance, Model Farm, Rothesay (2), Union street (Moncton, N.B.), Bathurst, St. Octave (2), Kempt (2), Cedar Hall (3), Amqui (2), Causapscal (5), Beau Rivage (2), Assametquaghan (3), Mill Stream (2), St. Alexis (3), Matapedia, Moffats, Trois Saumons, Hadlow, St. Romuald (10), Musquash, Pomquet, Sylvester, Lyon's Brook, Meadowville (3), River John, Mount Uniacke (2), New Newport (3), Pine Tree, Upper Cross creek, and Milner's overhead bridge.

Plans and specifications were prepared, tenders called and contract let for concrete bridge masonry in connection with Pine Tree bridge.

Hard pine required for new floors and cement for masonry in connection with these bridges were ordered and will be delivered on the ground early next year.

Diversion of line at Mitchell—

The work in connection with this diversion has been completed.

Engine house &c., Chaudière Junction—

Plans and specifications were prepared, tenders called and contracts let for an addition to the existing engine house, stores and office building and a train service building. The work in connection with these contracts was completed.

Plans and specifications were also prepared, tenders called and contracts let for coaling pockets, cinder pit and sand house. The work of construction is well advanced.

Considerable grading was done, and 3,271 additional feet of tracks were put in the new yard.

Improvements were made to the water service.

To increase accommodation at Ste. Flavie—

Plans and specifications were prepared, tenders called and contract let for freight shed, oil house, coaling pockets, switchman's shanty, car inspector's building, car cleaner's building and cinder pit. The work in connection with this contract is well advanced and will be completed in fiscal year 1908-9.

Improvements at Sackville—

The stone passenger station and water system, for which the contracts were let last year, were completed.

Plans and specifications were prepared and tenders called for a new freight shed. The contract has not yet been awarded.

4·49 acres of land were purchased for additional yard room and site for new freight shed.

Plans and specifications were prepared and tenders called for a concrete platform.

Improvements at Campbellton—

The pipe line for the new water service, for which the contract was let last year, was completed.

An air compressor and ash pit were provided.

A travelling locomotive crane was also provided for handling coal and cinders.

1,086 feet of siding were laid.

Improvements at Ste. Rosalie—

Plans and specifications were prepared, tenders called and a contract let for a four-stall engine house, stores and office building, and a standard 50,000 gallon water tank. The work in connection with this contract is practically completed, with the exception of the water tank.

13·84 acres of land were purchased and fenced for site of buildings and new yard. A steam pump, a 150 H.P. boiler, and a quantity of pipe were delivered on the ground for use in connection with the water service. Pipe and fittings required for installing heating plant in engine house were supplied. A large amount of grading was done in the new yard and 10,590 feet of track laid.

Improvements at Amherst—

Plans and specifications were prepared, tenders called and a contract let for a stone passenger station and baggage room. The work of construction is well advanced.

The old baggage building was moved to clear the site for new station.

Land was purchased to extend the yard.

Plans and specifications were prepared and tenders called for concrete platform.

Additional loading platform was provided.

New machinery for locomotive and car shops—

For details see report of G. R. Joughins, superintendent of motive power.

To increase accommodation at Halifax—

During the year there was removed 59,967 cubic yards of material on the west side of Water street, the principal part of which was solid rock and very difficult to remove. The class of material removed made blasting necessary for practically the whole of it. Great care had to be exercised in this work on account of the close proximity of houses to the rear line of the property. The excavation for the yard is now practically completed, except for the removal of about 4,000 cubic yards of material which was left in the bottom where the street sewers were cut off by the excavation, and in the first jog on the rear line south of North street, where the car cleaners' buildings, &c., are to be situated. Along the rear line of the yard 1,100 lineal feet of concrete retaining wall, averaging about 15 feet in height, has been built. The filling behind this wall has been completed and necessary provision made for taking care of the drainage from the street sewers, as well as from the private drains cut off by the excavation for the yard.

During the year North street station yard has been graded, paved with scoria blocks with concrete base, a new retaining wall built along North street in front of the station and the old wall between the station yard and the I.C.R. power house raised to suit the new grading. Provision has been made for the erection of a steel fence on the new wall and ample drainage facilities provided for the yard.

At Richmond, N.S., 86 lineal feet of 30-inch concrete pipe sewer has been laid to extend the brick sewer across the dock to pier No. 7, this being necessary on account of the filling being done at this place with material removed from the new yard at Water street.

Poles have been erected and wires run for the lighting of the new yard at Kempt road from the I.C.R. power house at North street, via the I.C.R. right of way, to Young street, thence via Young street, Campbell road, Kaye street and West Young street to the new yard.

At the Kempt yard practically all the excavation for the yard with the exception of about 1,000 cubic yards has been removed. Some filling is still necessary to complete the grading of the yard. A concrete pipe sewer has been constructed for the drainage of the yard. The principal part of the sewer excavation was solid rock.

Under the contract for the erection of a freight car repair shop and planing mill at the new Kempt yard, the concrete foundation up to the bottom of the window sills, together with the concrete heating conduits of both these buildings has been completed. The floors of both are also practically completed. In the former the brick walls with window frames in place have been erected up to the roof line. In the latter the steel structures of the walls have been erected. The remainder of the steel for both buildings is on the site.

Under the contract for the erection of a stores building and oil house at the new Kempt yard, the foundation up to the bottom of the window sills of both of these buildings is completed. The steel structure of both is practically completed. The brick work of the oil house, with window frames in place, are completed to the roof line. The concrete lintels, window sills, &c., are made and ready to be put in place.

The 125 feet x 6½ feet steel concrete chimney for the annex of the engine house has been completed.

Under the contract for the erection and completion of a 36-stall engine house at the Kempt yard, the annex of the engine house has been practically completed externally. But little has been as yet done towards the erection of the engine house proper. The fire walls, piers, &c., of one section adjoining the annex have been built, and the columns to support the roof of this section have been erected. The contractor has nearly all the steel and iron structure on the site, and the greater part of it is painted and ready for erection. He has also delivered during the year practically all the hard pine roofing, &c.

A travelling locomotive crane was provided for handling coal and cinders.

Plans and specifications were prepared and contracts let for store-house, oil-house, cinder pit, sand-house, car cleaners' building, fitters and carpenter shop and an 80,000 gallon water tank. The work of construction in connection with these contracts is going on.

Rolling stock—

For details of this appropriation see report of G. R. Joughins, superintendent of motive power.

To improve telegraph line—

Improvements were made to the telegraph line between Fredericton and Loggieville and the line extending to Nelson station.

Improvements were made to the telegraph service between Moncton and Ottawa, to facilitate government business by providing an additional wire. The work was done by contract.

Increased accommodation and facilities along the line—

The following work was done under this appropriation:—
New Mills.—A baggage room was provided.
Eel River.—A baggage room and coal house were provided.
Marshy Hope.—A bay window was put in the existing station.
Black Lands.—A shelter and platform were provided.
Valley.—A bay window was put in the existing station.
North River.—A loading platform was built.
Westville.—2 electric semaphores were installed.
Chatham Junction.—2 electric semaphores were installed.

Villeroy—1 electric semaphore was installed.

North Sydney Junction—1 electric semaphore was installed.

Fredericton.—1 electric semaphore was installed.

Canaan.—Water was put in the station.

Cedar Hall.—Plans and specifications were prepared, tenders called and contract let for a new station, an extension to the existing freight shed and for remodelling the existing station for a dwelling for the agent.

Milnikek.—A new station was provided.

Fencing portions of line.—10,597 rods of wire fence were erected on the Canada Eastern, 188 rods between Ste. Flavie and Rivière du Loup.

Lansdowne.—A loading platform was provided.

Millerton.—A dwelling was provided for the I.C.R. agent.

St. Eugene.—The existing freight shed was enlarged.

St. Octave.—A cattle pen and W.C. were provided.

Debert.—The freight room in the station was converted into a waiting room.

Shediac.—The old station was moved and joined to the existing freight shed. A concrete platform was also provided.

Sayabec.—The waiting room in the station was enlarged.

Hansford.—A shelter and platform were provided.

Blackville.—A coal house, oil and baggage room were provided.

Black River Road.—A new station was built.

Graham's Siding.—A platform was provided.

St. Alexander.—The station was remodelled.

Woodburn.—A coal house was provided.

Arnold's Brook.—A new siding was put in.

Milford.—·50 acres of land was purchased.

Enfield.—·533 acres of land was purchased.

Lochbroom.—A new siding was put in.

Riversdale.—A dwelling for the agent was provided.

Pugwash Junction.—A 'Y' was put in.

Salmon Lake.—A new freight shed was built.

North Sydney.—The office in the freight shed was extended.

Point du Chêne.—A shelter was provided.

Hand car houses.—10 were built on the Canada Eastern.

Bathurst.—A baggage and oil house were provided.

Petite Roche.—A baggage room was provided

Derby Junction.—A loading platform was built.

Dalhousie Junction.—A coal house, oil and baggage room were provided.

Flat Lands.—A coal house provided.

Cross Creek.—A coal and oil house were provided.

St. Anaclet.—A cattle pen and platform were provided.

Increased accommodation at Sydney—

The concrete platform in connection with the new station was completed.

Plans and specifications were prepared and tenders called to raise the Dominion Iron and Steel Company's overhead bridge and trestle to make it the required height above the I.C.R.

Extension to Sydney Mines—

The contract let last year for a station and freight shed was completed, all except the station platform. A loading platform was also provided.

Considerable grading in the new yard at Sydney Mines was done.

To increased accommodation at St. John—

Work was done in connection with the Stanley and Wall street bridges, and they will be completed in fiscal year 1908-9.

29,060 square feet of land was purchased in connection with the approach to Stanley street bridge.

One electric semaphore was installed; a second track was laid and ballasted from the station to Jardine's Brook.

15,033 lineal feet of track, including the double tracking of the main line, were laid into the yard.

Plans and specifications were prepared, tenders called and a contract let for a flour shed and loading platform. The work in connection with this contract was completed.

A new yard office and switchman's shanty were provided.

A pole line between the round house and station to be used in connection with the new electric light system was erected.

A plant for heating cars was installed.

Plans and specifications were prepared, tenders called and contracts let for a car cleaner's building, sand-house and a set of 14 coal pockets. The construction of these buildings is going on.

Increased accommodation at Antigonish—

A new pipe line and 2 water columns in connection with the water service was provided.

Considerable grading was done in the yard and the main line was raised 2 feet.

Plans and specifications were prepared and tenders called for a concrete platform.

Two electric semaphores were installed.

Improvements at Mulgrave—

Plans and specifications were prepared, tenders called and a contract let for an extension to the shore side of dock. The work was completed.

Plans and specifications were prepared, tenders called and a contract let for filling in the jog in the existing wharf. The work in connection with this contract will commence early in 1908-9.

Plans and specifications for a coal shed and trestle were prepared and tenders will be asked shortly.

An extension to the existing freight shed was provided.

A fish house on the wharf to facilitate the handling of fresh fish was provided.

Increased accommodation at Truro—

A stores and office building was erected.

Plans and specifications were prepared, tenders called and contracts let for a car cleaner's building, sand-house, the diversion of Leper brook and two plate girder bridges in connection with the new interchange yard.

Eight 21-foot deck plate girder spans across Leper brook, on the main line going to Pictou, were delivered by the Hamilton Bridge Works Company.

The old engine house was torn down and sidings laid on the site for additional yard room.

4·47 acres of land in connection with the improvements to the yard were purchased.

Improvements were made to the water service and the 80,000 gallon water tank completed.

Considerable grading was done in the yard and 3,554 lineal feet of track laid and ballasted.

To put railway between Indiantown and Blackville into condition for operation—

The work in connection with putting the line between Blackville and Indiantown into condition for operation was carried on during the year.

One bridge (75-foot span), with concrete abutments, and one roadway crossing (30-foot span), with concrete abutments, were completed. Two trestles were filled up and one abutment for road crossing at Renous bridge; a span was also placed over Bartholomew river, 106 feet long.

Locomotive and car shops and land purchase and equipment at Moncton—

The work at the new shops has been progressing favourably during the past year. The freight car repair shop, with the exception of hanging doors, is completed.

The passenger car repair shop, with the exception of doors and floors, is completed.

The passenger car paint shop, with the exception of doors, floors, windows and tar and gravel roofing, is completed.

The stores and office building up to the first floor is completed.

The planing mill, except the doors and part of the flooring, is completed.

The construction of the locomotive shops is well advanced.

The foundations are all in; the steel work, except for the boiler house, is all erected.

The walls, roof, windows and sashes for the machine shop and tool room are all completed. Also a portion of the machine shop roof is completed.

The work in connection with the power house, transformer, shelter and dry kiln is well advanced.

Contracts were let during the year for electrical equipment, electric transfer table and heating plant.

Quite a large quantity of machinery for the locomotive shops has been delivered and stored in readiness for use when the shops are completed.

The maintenance department had a steam shovel and crew of men employed during last summer in grading and track-laying in the new yard.

Glengarry water supply and reservoir—

The work in connection with this water supply was completed.

Increased accommodation at Pictou—

The filling, grading, track-laying and sea-wall in connection with the new yard were completed. 3,708 lineal feet of additional tracks were laid.

A heating plant and electric lights were installed in the new engine house.

The water service was extended, a new tank built and a pump provided for the tank.

Plans and specifications were prepared, tenders called and a contract let for a car cleaner's building.

Additional sidings and spur lines—

St. Leonard—Siding extended 300 feet.
Fort Lawrence—New siding, 850 feet.
Little Metis—New siding, 1,547 feet.
Causapscal—New siding, 652 feet.
St. Jean Chrysostôme—New siding, 1,977 feet.
Fredericton—New siding, 1,475½ feet.
Dorchester—New siding, 1,943 feet.
Sayabec—New siding, 1,993 feet.
Carroll's—Siding extended 552 feet.
Cap St. Ignace—Siding extended 300 feet.
Ludlow—New siding, 360 feet.
St. Jean Port Joli—New siding, 400 feet.

Tracadie—New siding, 650 feet.
Elm Tree—New siding, 360 feet.
Lorne—New siding, 392 feet.
Valley—New siding, 372½ feet.
Upper Blackville—New siding, 1,037 feet.

To increase water supply—

During the year work was done on the new water supplies at Isle Verte, Springhill Junction, St. Fabien, Charlo, Durham Bridge, Doaktown, Trois Pistoles, St. Charles Junction, Gibson, Windsor Junction, Upper Cross Creek, Boiestown, Chatham Junction, Loggieville, St. Apollinaire, Piedmont and Blackville.

Improvements at North Sydney Junction—

A concrete platform was built and one electric semaphore installed. Some grading was done in the yard.

Engine house, machine shop, &c., Rivière du Loup—

Plans and specifications were prepared, tenders called and a contract let for a cinder pit and for a set of 21 coaling pockets. The work of construction is going on.

Plans and specifications were also prepared, tenders called and a contract let for a machine shop, boiler house and brick chimney.

Plans were prepared and tenders asked for a suspension foot bridge across the river for the use and convenience of the people employed at the new shops and engine house.

The 80,000 gallon water tank was completed.

Improvements at New Glasgow—

A concrete station platform was provided.

Two under crossings were partly constructed at McLean's and Dalhousie streets. Concrete abutments to provide for a second track were built.

Increased Accommodation at Springhill Junction—

The existing ash pit was extended.
:512 acres of land were purchased.
Considerable grading done, and 1,917 lineal feet of track laid and ballasted.

Improvements at Newcastle—

Plans and specifications were prepared, tenders called and a contract let for the enlargement of the existing engine house.

The new water service was completed.

An ash pit provided and a contract let for a set of 16 coaling pockets.

Extension to wharf at Dalhousie—

The work in connection with the extension of this wharf was carried on during the year. Three cribs were built and ballasted along the face of the wharf to above low water mark.

Pintsch gas apparatus—

An additional pipe line between the gas plant and station at Moncton was installed. Two additional gas retorts were also installed at Moncton.

The auxiliary gas plant, comprising two store holders and valves, one compressor and foundation, building and piping, have been installed at Lévis, Que.

One transportation car, No. 5265, was fitted up with two store holders and valves.

Pirate Harbour water supply—

A pipe line was laid from tank at Mulgrave to the engine house at Pirate Harbour.

Air Compressor—

Air compressors at Stellarton and Chaudière Junction were provided.

Original Construction—

Under this appropriation the following amounts were paid:—R. T. MacIlreith, legal expenses; *re* A. B. Schurman's property at Oxford, $39.12; *re* Geo. England's property at George's river, $40.40.

Improvements at Drummondville—

The 50,000 gallon water tank and the concrete platform were completed.

Improvements were made to the coaling apparatus and a new ash pit provided.

A loading platform was also provided.

One sixty-second acre of land was purchased for additional yard room.

Two thousand five hundred and fifty feet of track were laid in the yard.

Increased accommodation at Stellarton—

A building and machinery foundations required for an electric light plant were provided.

Plans and specifications were prepared and a contract let for a sand house.

New Turntables—

Contracts were let for 75-foot turntables at Sussex and Loggieville, and a 70-foot turntable at Newcastle.

The 75-foot turntable which had been delivered at Halifax last year was transferred and erected at Sussex.

The turntable now under construction for Sussex will be sent to Halifax to replace the one taken from there to Sussex.

Princess Pier—

Plans and specifications for rip-rapping in connection with this pier were prepared and tenders asked.

Improvements at Windsor—

The old station was converted into a baggage-room and store-room for the use of trackmaster.

The station platform was extended and a siding put in for the accommodation of D.A.R. trains running between Windsor and Truro.

Air Brakes to Freight Cars—

For details of this appropriation see report of G. R. Joughins, Superintendent of Motive Power.

Side ladders to box cars—

For details of this appropriation see report of G. R. Joughins, Superintendent of Motive Power.

Ballast plow and unloader—

A ballast plow and unloader were provided.

Improving grades on line—

Improvements to grade at Nelson, on the Canada Eastern, were made.

To exchange draw-bars on flat cars—

For details of this appropriation see report of G. R. Joughins, Superintendent of Motive Power.

Air brake equipment—

For details of this appropriation see report of G. R. Joughins, Superintendent of Motive Power.

To dredge and blast rock at D.W.T., Halifax—

During the year 429 cubic yards of rock were removed from between piers Nos. 3 and 4.

Improvements at St. Alexis—

This was to pay T. Richard for crib work done.

Purchase of Canada Eastern Railway—

This was to pay exchequer award in favour of W. B. Snowball and R. A. Snowball for land and wharf at Chatham.

I have the honour to be, sir,
your obedient servant,
WM. B. MACKENZIE
Chief Engineer.

D. POTTINGER, Esq., I.S.O.,
General Manager, Government Railways,
Moncton, N.B.

INTERCOLONIAL RAILWAY.

OFFICE OF THE ENGINEER OF MAINTENANCE.
MONCTON, N.B., May 30, 1908.

SIR,—I have the honour to submit the report of the Maintenance of Way and Works Department for the year ending March 31, 1908.

TRACK.

During the year 428,632 miles of 56, 58, 67, 80 and 110 lb. rails were taken up and replaced with 67 and 80-lb. rails.

TIES.

During the year 558,436 ties and 361 sets of switch ties were put in the track.

BALLASTING.

During the year 92:00 miles of track were ballasted, using 82,103 cubic yards of gravel and 39,154 cubic yards of ashes and cinders.

SWITCHES AND SEMAPHORES.

New semaphore signals were erected at the following stations:—

Chatham Jct., 1.
Chatham, 1.
Drummondville, 1.
Fredericton, 1.
Harlaka Jct., 1.
Loggieville, 1.
Pugwash, 1.
Petitcodiac, 1.
St. John, 3.
St. Romuald, 2.

128 new switches were installed during the year.

New telegraph signals were provided at the following stations: —

River John, 1.
Sackville, 1.

Necessary repairs were made to all semaphores, switches and telegraph signals throughout the line.

SIDINGS.

During the year 3:74 miles of additional siding accommodation has been provided at different points on the line for maintenance account.

FENCE BUILT BY OUR OWN MEN.

Eleven miles of woven and barbed wire fence was built at different points on the line by our own men.

Necessary repairs were made to fences throughout the line.

Built by contract 55:19 miles of woven wire fencing.

SNOW FENCES.

There was built during the year 299 rods of stationary snow fence 8 feet high, and 5 rods of portable snow fence.

Necessary repairs were made to snow shed and snow fences where required.

WHARFS AND TRESTLES.

Repairs.

St. John, ballast wharf.
St. John, coal trestle.
St. John, long wharf.
Halifax, pier No. 1.
Halifax, pier No. 2.
Halifax, pier No. 3.
Halifax, pier No. 4.
Halifax, pier No. 5.
Halifax, D.W.T., coal trestle.
Halifax, D.W.T., immigration wharf.
Halifax, D.W.T., Cunard's wharf.
Richmond, pier No. 6.
Richmond, pier No. 8.
Antigonish, trestle
Amos', trestle.
Drummondville, coal trestle.
Levis, wharf.
Mulgrave, wharf.
New Glasgow, coal trestle.
North Sydney, wharf.
Nelson, trestle.
Newcastle, coal trestle.
Pt. du Chene, wharf.
Pugwash, wharf.
Pictou, wharf.
Pictou Landing, wharf.
Pictou Landing, ferry wharf.
Point Tupper, wharf.
Prince's Pier, wharf.
Portage Ballast Pit, trestle.
River Ouelle, wharf.
Stellarton, coal trestle.

BRIDGES AND CULVERTS.

Repairs.

Ball's Creek, bridge.
Blackville, bridge.
Blackville, culvert.
Boiestown, culvert.
Barnaby River, bridge.
Bic, culvert.
Bic, bridge.
Bic Mountain, culvert.
Bagot, west of, culvert.
Crowsen's, aboideau.
Cotton Factory Branch, Halifax, culverts.
Cross Creek, culvert.
Clearwater, culvert.
Chatham Branch, culverts.
Carmel, culvert.
Dartmouth, culvert.
Dartmouth, Mott's bridge.
Doaktown, culverts.
Drummondville, bridge.
Drummondville, west of, culverts.
Daveluyville, east of, culverts.
Daveluyville, west of, culverts.
Elmsdale, culvert.
Elmsdale, bridge.
Fredericton, bridge.
Grand Narrows, bridge.
Gloucester Jct., overhead bridge.
Hampton, culvert.
Hayward's Brook, bridge.
Hall's Creek, bridge.
Halburton, bridge.
Hadlow, Bennett's bridge.
Hadlow, culvert.
Harlaka Jct., culvert.
Indiantown Branch, culverts.
James River, culvert.
Lakeside, overhead bridge.
Leitches' Creek, bridge.
Lemieux, east of, bridge.
Lemieux, east of, culverts.
Laurier, culverts.
Milner's, bridge.
Maccan, aboideau.
Malcolm's Siding, culvert.
Meadowville, culvert.
Montmagny, culverts.
Manseau, east of, culverts.
McCafferty's, overhead bridge.
McKenzie Creek, bridge.
North West Miramichi, bridge.
Newcastle, ¼ mile east of, culvert.
Otty's, overhead bridge.
Portage Ballaet Pit, bridge.
Portage Ballast Pit, bridge.
Passekeag, overhead bridge.
Pictou, bridge.
Pictou, culvert.
Pirate Harbour, bridge.
Peniac, culvert.
Richmond, culvert.
River du Loup, culvert.
River du Loup, bridge.
St. John, Stanley street, bridge.
Sackville, overhead bridge.
Sandy Cove, 1 mile west of, culvert.
Scotsburn, culvert.
Sylvester, culvert.
Sydney River, bridge.
Shenacadie, east of, culverts.
St. Simon, culvert.
St. Fabien, culvert.
St. Eloi, culvert.
Ste. Louise, culvert.
St. Alexandre, culvert.
St. Cyrille, west of, culvert.
St. Leonard, culverts.
St. Germain, west of, culverts.
Ste. Rosalie, culvert.
St. Eugene, culvert.
Truro, overhead bridge.
Tatamagouche, culvert.
Trois Pistoles, culvert.
Upper Blackville, culvert.
Villeroy, east of, culvert.
Westville, culvert.
West Merigomish, bridge.

MASONRY WORK DONE.

Repairs.

Alma, culvert.
Enfield, box culvert.
Elmsdale, 1 mile east of, bridge.
Middle River, bridge.
Malcolm's Siding, box culvert.
Pugwash Jct., track scale.
Pictou, track scale.
Sandy Bay, 1 mile west of, box culvert.
Tatamagouche, box culvert.
Between Tatamagouche and Malagash, culverts.
Westville, arch culverts.
Wallace Bridge, west of, arch culvert.

PAINTING.

Bridges.

Bayfield Road, bridge No. 3.
Folleigh, bridge.
James River, bridge.
Monastery, bridge No. 3.
River John, bridge.
Tracadie, bridge No. 8.
Fredericton, bridge.

Buildings.

Amherst, engine house.
Apohaqui, tool house.
Aston Jct., freight shed.
Calhoun's, station.
Flatlands, trimmings on coal shed.
Hampton, tool house.
Halifax, grain elevator.
Harbour au Bouche, station.
Jones', shelter.
Levis, pintch gas building.
Moncton, traffic manager's house.
Norton, tool house.
Painsec Junction, station.
Penobsquis, tool house.
St. John, grain elevator.
Springhill Junction, station.
St. Eugène, extension to freigh shed.
Ste. Perpetue, shelter.
St. Leonard, coal shed.
Sussex, tool house.
Tracadie, station.
West Merigomish, station.

BUILDINGS AND PLATFORMS.

Necessary repairs were made to stations and dwellings at the following places:—

Athol.
Avondale.
Amherst.
Anagance.
Apohaqui.
Adamsville.
Assametquaghan.
Amqui.
Aston Jct.
Bedford.
Brookfield.
Boisdale.
Barrachois.
Brown's Point.
Belmont.
Boundary Creek.
Bloomfield.
Berry's Mills.
Beaver Brook.
Bartibogue.
Bathurst.
Belledune.
Bic.
Bagot.
Blackville.
Boiestown.
Cann's Mills.
College Bridge.
Cold Brook.
Catamount.
Canaan.
Chatham Jct.
Charlo.
Campbellton.
Causapscal.
Cedar Hall.
Cacouna.
Chaudiere Curve.
Carmel.
Cross Creek.
Denmark.
Debert.
Dorchester.
Derby Jct.
Dalhousie.
Delotbinere.
Model Farm.
Millerton.
Matapedia.
Millstream.
Montmagny.
Manseau.
Mitchell.
Marysville.
Mount Uniacke.
McKay's.
McIntyre's Lake.
New Glasgow.
North Sydney.
Nappan.
Norton.
Nauwigewauk.
Newcastle.
Nicolet.
Oxford.
Oxford Jct.
Point Tupper.
Pictou.
Painsec Jct.
Point du Chene.
Petitcodiac.
Penobsquis.
Pumweseep.
Petit Rocher .
Quispamsis.
Riversdale.
River Denys.
Rogers'.
River John.
River Phillip.
River Glade.
Rothesay.
Rogersville.
River du Loup.
Shubenacadie.
Stellarton.
South River.
Shenacadie.
Sydney Mines.
Sylvester.
Scotsburn.
Salt Springs.
Springhill Jct.

Daveluyville.
Drummondville.
Doaktown.
Elmsdale.
East Mines.
Evan's.
Eel River.
Ellershouse.
Ferrona Jct.
Flatlands.
Fredericton.
Grand Lake.
Glengarry.
George's River.
Greenville.
Gallagher Ridge.
Gibson.
Hilden.
Hopewell.
Harbour au Bouche.
Hampton.
Heatherton.
Harcourt.
Harlaka Jct.
Hadlow.
Iona.
Indiantown.
Isle Verte.
Jubilee.
Jacquet River.
Kent Jct.
Lourde's.
Leithche's Creek.
Lock Broom.
Lyon's Brook.
Londonderry.
Little Metis.
L'Islet.
Levis (Quebec).
Laurier.
Lemieux.
Marshy Hope.
Mulgrave.
Moncton.
Shediac.
Salisbury.
Sussex.
St. Alexis.
Salmon Lake.
Sayabec.
St. Moise.
St. Octave.
Ste. Flavie.
Sacré Cœur.
St. Simon.
St. Arsene.
St. Alexandre.
St. Paschal.
St. Pacôme.
Ste. Anne.
Ste. Louise.
St. Jean Port Joli.
St. Valier.
St. Henri.
St. Romuald.
St. Nicholas.
St. Leonard Jct.
Ste. Monique.
Ste. Perpetue.
St. Cyrille.
St. Germain.
St. Eugene.
Ste. Rosalie.
Truro.
Trenton.
Tracadie.
Tatamagouche.
Thomson.
Trois Pistoles.
Valley.
Villeroy.
West River.
Westville.
Wallace.
Wentworth.
Westchester.
Waverley.

Necessary repairs were made to freight sheds at the following places:—

Amherst.
Antigonish.
Bloomfield.
Chaudière.
Dorchester.
Dalhousie Jct.
Evans'.
Eureka.
Hampton.
Kent Jct.
Laurier.
Moncton.
Maccan.
Memramcook.
New Glasgow.
Old Lake Road.
Point du Chene.
Penobsquis.
Pictou.
Rothesay.
Riversdale.
Salisbury.
Sussex.
Springhill Jct.
Sylvester.
Stellarton.
Sydney.
St. Octave.
St. Pacôme.
St. Jean Port Joli.
Truro.
Valley.
Wentworth.
Windsor Jct.
West River.
Westville.

Iron bars were placed on freight shed doors and windows where required.

The following repairs were made to buildings, &c., at St. John:—

Elevator doors and conveyor windows.
Sheds Nos. 1, 2, 3, 7, 8, 9 and 11.
Station.
Paint shop roof.
Coal trestle.
Train shed platform.
Different street crossings.
Coal wagons.
Yardmaster's office.
Foundation of train shed.
Different dwellings.
Office in No. 7 shed.
Reservoir.
Mill street crossing, gates.
Cattle pen.
Tool room in engine house.
Windows in train shed.
Switchman's cabin.
Station doors and chimney.
City ticket office.
Trackmen's tool house.
Island yard office.

The following repairs were made to buildings, &c., at Halifax and Richmond:—

Sheds Nos. 1, 2, 3, 4 and 8.
North street station and baggage room.
D.A.R. freight shed.
Grain elevator, power house roof.
Station platform.
Painted iron fence.
Postal building.
Dockyard walls.
Power house, North street.
Car clean shed.
Cunard property, buildings and wharf.
Gates at Young street.
Deep water crossings.
Track scales.
Boundary fence.
Buffers.
All semaphores.
Richmond station.
Cattle shed.
Blacksmith shop.
Machine shop.
Hay shed.
Round house.
Mechanical foreman's house.
Car shop.

The folowing round houses and shops were repaired:—

Amherst.
Campbellton.
Chaudière Jct.
Dartmouth.
Dalhousie.
Drummondville.
Gibson.
Indiantown.
Levis.
Moncton.
North Sydney.
Newcastle.
Oxford Jct.
Point du Chene.
Pugwash.
Pictou.
Pirate Harbour.
River du Loup.
St. John.
Sussex.
Stellarton.
Sydney.
Ste. Flavie.
Shediac.
Springhill Jct.
Truro.

Station and loading platforms were repaired at the following places:—

Amherst.
Antigonish.
Adamsville.
Astle's.
Boundary Creek.
Belmont.
Bathurst.
Beresford.
Belledune.
Cold Brook.
Chatham Junction.
Coal Branch.
Culligan's.
Charlo.
Causapscal.
Campbellton.
Clearwater.
Dorchester.
Debert.
Murray's.
Malagash.
Millerton.
Millstream.
Matapedia.
Montmagny.
Nauwigewauk.
North River.
Norton.
Nappan.
New Glasgow.
Newcastle.
Nash's Creek.
New Mills.
Oakfield.
Orangedale.
Penobsquis.
Plumweseep.
Painsec Junction.

Dartmouth.
Derby Junction.
Dalhousie Junction.
Drummondville.
Duncan.
Enfield.
Ellershouse.
Eel River.
Fort Lawrence.
Folleigh.
Greenville.
Graham's Siding.
Grand Narrows.
Green Point.
Grangeville.
Gloucester Junction.
Hampton.
Humphey's.
Hartfield.
Harbour au Bouche.
Harcourt.
Harlaka Junction.
Iona.
Jubilee.
Little Metis.
L'Islet.
Moncton.
Meadow Brook.
Pictou.
Pugwash Junction.
Point Tupper.
Quispamsis.
River John.
River du Loup.
River Ouelle.
Salisbury.
Sussex.
Shenacadie.
Salmon Lake.
St. Octave.
St. Pacôme.
St. Philippe.
St. Paschal.
Ste. Helene.
St. André.
St. Nicholas.
St. Eugène.
Ste. Monique.
Tracadie.
Villeroy.
Westchester.
Wentworth.
Waverley.
Windsor Junction.
Windsor.
Wallace Bridge.

The following new buildings, &c., were erected at St. John:—

Frame for electric semaphore.
Desks for yardmaster's office.
Coal Bin for yardmaster's office.

The fololwing new buildings, &c., were erected at Halifax and Richmond:—

Cold Storage, North Street.
Buildings over Hydrants.
Dormers over Electric Power House.
Buildings for Stevedores.
Crossings for Stevedores.
Shelving for District Freight Agent.

New buildings, &c., were erected along the line as follows:—

Alton, tool house.
Amherst, loading platform.
Aston Junction, freight shed.
Bartibogue, section tool house.
Bathurst, baggage room.
Blacklands flag station.
Durham, platform.
Dalhousie Junction, coal house.
Eel River, baggage room.
Flatlands, coal shed.
Hansford, shelter.
Isle Verte, stock pen and coal shed.
Jones', shelter.
Jacquet River, tool house.
Lorne, cattle pen.
Lévis, 73 farm gates.
Lévis, pintsch gas building.
Maccan, tool house.
Maccan, store room building.
Moncton, extending carpenter shop.
Moncton, 25 new smoke jacks.
Moncton, trackmen's tool house.
Monctton, carpenter shop.
New Mills, baggage room.
Petit Roche, baggage room.
Ross' platform.
River du Loup, extension to baggage room.
Sydney, moving and fitting old coal shed for carpenter shop.
Sydney, room for Customs Department in freight shed.
St. Octave, combined coal shed and w. c.
St. Octave, stock pen.
St. Anaclet, stock pen.
St. Jean Port Joli, section tool house.
St. Jean Port Joli, combined coal shed and oil house.
St. Eugène, extended freight shed.
St. Alexandre, telegraph desk in office.
Truro, store room and carpenter shop.
Valley, bay windiw on station.
Chatham Junction, tool houses.
Chatham Junction, agent's dwelling.
Brown's Point, coal house.
Dartmouth, trestle, Mott's Bridge.
Debert, double tool house for section.

Moncton, moved old station and fitted it up for yardmaster's office.
North Sydney, water closet.
New Glasgow, stock pen.
Londonderry, double tool house for section.
Stellarton, engine shed.
Sydney, engine shed.
St. Pierre, freight shed.

Miscellaneous Repairs.

Amherst, addition to engine house.
Antigonish, trestle repaired.
Campbellton, temporary freight shed built.
Fergusson's flag station.
Lévis, dwelling apartments fitted up over old station.
Moncton, counters, &c, in general office.
Marshall's Crossing, box car shelter.
Mulgrave, piling at Aiken's dump.
Richmond, water closets in mechanical foreman's house.
Sussex, breakwater for bank protection.
Sydney, addition to engine house.
Stellarton, 'Ord' ash pit.
Stellarton, coal shed.
Ste. Rosalie, changes in station.
Ste. Monique, dwelling house.

GENERAL.

New buffers were made and set up at different points on the line, when required, and repairs made when necessary.

Repairs were made to crossings on the line at various points where required.

Gates and cattle-guards were repaired throughout the line.

Glass was put in and glazing done where necessary.

Ladders for buildings and semaphores were provided where necessary throughout the line.

Outhouses and approaches to road crossings were whitewashed where required.

Necessary repairs have been made to turn-tables where required.

Semaphores, switches and telegraph signals have been painted throughout the line.

Necessary repairs have been made to hand cars, trollies, baggage trucks and wheelbarrows throughout the line.

Sign boards were made and put up where required.

Boxes were made for packing second-hand bolts and spikes when required.

Necessary repairs were made to steam shovels, steam cranes, pile-drivers, &c.

During the year a considerable quantity of evergreen hedge was planted to take the place of snow fences.

I beg leave to report that the road has been kept up to its standard and I believe was never better than at the close of the present year.

I have the honour to be, sir,
your obedient servant,

T. C. BURPEE,
Engineer of Maintenance of Way and Works.

D. POTTINGER, Esq.,
General Manager, Government Railways,
Moncton, N.B.

INTERCOLONIAL RAILWAY OF CANADA.

OFFICE OF THE SUPERINTENDENT OF MOTIVE POWER.
MONCTON, N. B., May 22, 1908.

SIR,—I have the honour to submit herewith the annual report of the operations of the Motive Power Department for the year ending March 31, 1908.

I might add that the general condition of the rolling stock is good, with the exception of the cars and locomotives condemned as shown in the attached report, and the nine large freight locomotives that are out of service waiting to have the system of steam distribution changed from compound to simple. This involves a large amount of work and means partially rebuilding the locomotives. Seven of these were converted during the past year.

I would also advise that we have been very much handicapped in repairing our rolling stock owing to the destruction of the shops at Moncton by fire in February, 1906, particularly with regard to repairs to cars. Our passenger cars show evidence of our inability to paint and varnish them for want of shop room. Most of these cars are in poor condition, especially on the outside. Freight cars have been repaired under the most adverse conditions during the past winter, as they had to be repaired without the shelter of shop or shed. Notwithstanding these conditions the equipment is, generally, in good condition as stated above.

I am, sir, your obedient servant,

G. R. JOUGHINS,
Supt. of Motive Power.

MR. D. POTTINGER,
General Manager, Canadian Government Railways,
Moncton, N.B.

MECHANICAL DEPARTMENT

ANNUAL REPORT

FOR YEAR ENDED 31st MARCH, 1908.

INTERCOLONIAL RAILWAY.

OFFICE OF THE MECHANICAL ACCOUNTANT.

SIR,—I beg to submit herewith the following report of the operations of the Mechanical Department for the year ended 31st March, 1908.

A—Statement showing the number of locomotives and the various classes of other rolling stock on the line.

B—Statement showing the mileage made and the coal, oil and waste consumed by locomotives.

Also a summary of the principal work done in the locomotive and car shops at Moncton and in the shops at Richmond and River du Loup.

During the year the following rolling stock was purchased on capital and on revenue accounts:—

On capital account to increase equipment.

10 locomotives—consolidation type.
6 locomotives—Pacific type.
4 steam motor cars.
376 box cars—80,000 capacity.
252 box cars—60,000 capacity.
31 refrigerator cars—60,000 capacity.
310 platform cars—80,000 capacity.
85 hopper cars—30,000 capacity.
25 stock cars..60,000 capacity.
70 Hart convertible dump cars—80,000 capacity.

On revenue account to replace cars destroyed—

1 first-class sleeping car.
1 dining car.
2 postal and smoking cars.
2 express and baggage cars.

100 box cars—60,000 capacity.
100 platform cars—80,000 capacity.
3 refrigerator cars—60,000 capacity.
92 hopper cars—30,000 capacity.
9 stock cars—60,000 capacity.
8 Vans.

Sixty-nine of the 100 box cars replaced that many of smaller capacity.

The 100 platform cars all replaced smaller capacity cars.

The 3 refrigerators all replaced smaller capacity cars.

The 92 hopper cars replaced the same number of small hoppers of 6 and 8 tons capacity.

The 9 stock cars all replaced smaller capacity cars.

Built in the shops at Moncton on capital account—

1 double end snow plough.

The following rolling stock was built in the shops at Moncton to replace the same number condemned:—

4 locomotives to replace smaller type.
2 box cars.
25 platform cars.
2 oil tank cars.
1 hopper car—30,000 capacity.

One hundred and twenty-one box cars were fitted with end doors for loading rails, making 700 cars fitted in the shops for this purpose to the end of March, 1908.

One thousand nine hundred and five box cars were fitted with side ladders during the year, making 2,815 fitted to the end of March, 1908.

Twenty-five locomotives were fitted with improved air brake equipment to bring them up to the standard, and 50 were fitted with straight air brake.

One hundred locomotives were fitted with 'Elvin' driving box lubricators.

The number of locomotives on the register was reduced by one in consequence of old Canada Eastern locomotive No. 325 having been taken into the equipment in error when that line was transferred to the government in 1904-5.

The system of keeping the time in the shops at Moncton was changed during the year from the brass check to the time clock. Eleven time clocks were put up in different parts of the shops and the change has given great satisfaction both to the men and to the management.

The engines and boilers for three of the motor cars were completed and installed in the cars, which were put into service.

The rolling stock generally has been maintained in efficient condition during the year, although the need of car repair shops at Moncton has made it difficult to carry on the work of freight car repairs, especially during the winter months.

In order to keep up the repairs a large amount of the work had to be done by the men in the yard without shelter, often during very cold and stormy weather.

I have the honour to be, sir,
your obedient servant,

J. J. WALKER,
Mechanical Accountant.

G. R. JOUGHINS, Esq.,
Superintendent of Motive Power, I.C.Ry.,
Moncton, N.B.

INTERCOLONIAL RAILWAY.

STATEMENT showing the number of Locomotives and the various classes of other Rolling Stock on the line, on March 31, 1907, and March 31, 1908.

	Locomotives.	First Class Sleeping Cars.	Second Class Sleeping Cars.	Parlor Cars.	Dining Cars.	First Class Passenger Cars.	Second Class Passenger Cars.	Postal and Smoking Cars.	Express and Baggage Cars.	Air Brake Instruction Car.	Steam Motor Cars.	Box Cars.	Refrigerator Cars.	Platform Cars.	Pulpwood Cars.	Oil Tank Cars.	Hopper Cars.	Gondola Cars (Coal).	Coal Cars (20 Ton).	Stock Cars.	Auxiliary and Tool Cars.	Convertible Dump Cars.	Vans.	Total Cars.	Common Snow Ploughs.	Wing Ploughs.	Rotary Steam Ploughs.	Double Track Ploughs.	Double End Ploughs.	Flangers.	Total Ploughs and Flangers.	Steam Cranes.	Ballast Plough Cars.
On hand serviceable and repairing, March 31, 1907	364	40	38	9	8	131	93	33	57	1	..	5,902	104	2,714	50	25	989	16	460	114	21	130	111	11,046	53	20	2	2	..	25	102	8	2
To be replaced at March 31, 1907	6	1	2	..	1	6	4	3	3	..	..	94	5	66	..	..	125	1	11	9	..	....	8	339	..	..	..	..	..	..	....	..	..
Total equipment at March 31, 1907	370	41	40	9	9	137	97	36	60	1	..	5,996	109	2,780	50	25	1,114	17	471	123	21	130	119	11,385	53	20	2	2	..	25	102	8	2
Received during 1907-8 on capital account	16	..	..	..	..	..	..	..	..	..	4	628	31	310	..	..	85	..	..	25	..	70	....	1,153	..	..	..	..	1	..	1	..	..
Add car Alexandra changed to No. 139	....	..	..	..	..	1	..	..	..	..	..	....	....	....	..	..	....	..	....	....	..	....	....	1	..	..	..	..	..	..	....	..	..
Deduct scrap Canada Eastern Locomotive No. 325 taken into equipment in 1905 in error	1	..	..	..	..	....	..	..	..	..	..	....	....	....	..	..	....	..	....	....	..	....	....	....	..	..	..	..	..	..	....	..	..
Postal cars changed to second class and baggage	....	..	..	..	..	....	2	2	..	..	..	....	....	....	..	..	....	..	....	....	..	....	....	....	..	..	..	..	..	..	....	..	..
Total equipment at March 31, 1908	385	41	40	9	9	138	99	34	60	1	4	6,624	140	3,090	50	25	1,199	17	471	148	21	200	119	12,539	53	20	2	2	1	25	103	8	2
To be replaced at March 31, 1907, as above	6	1	2	..	1	6	4	3	3	..	..	94	5	66	..	..	125	1	11	9	..	....	8	339	..	..	..	..	..	..	....	..	..
Condemned during 1907-8	1	..	..	..	..	....	..	..	..	..	..	57	....	81	..	2	44	2	4	1	..	....	2	193	..	..	..	..	..	..	....	..	..
Total condemned	7	1	2	..	1	6	4	3	3	..	..	151	5	147	..	2	169	3	15	10	..	....	10	532	..	..	..	..	..	..	....	..	..
Replaced during 1907-8	4	1	..	..	1	....	..	2	2	..	..	102	3	125	..	2	93	..	....	9	..	....	8	348	..	..	..	..	..	..	....	..	..
To be replaced at March 31, 1908	3	..	2	..	..	6	4	1	1	..	..	49	2	22	..	..	76	3	15	1	..	....	2	184	..	..	..	..	..	..	....	..	..
Add serviceable and repairing, March 31, 1908	382	41	38	9	9	132	95	33	59	1	4	6,575	138	3,068	50	25	1,123	14	456	147	21	200	117	12,355	53	20	2	2	1	25	103	8	2
Total equipment at March 31, 1908, as above	385	41	40	9	9	138	99	34	60	1	4	6,624	140	3,090	50	25	1,199	17	471	148	21	200	119	12,539	53	20	2	2	1	25	103	8	2

MONCTON, N.B.,
March 31, 1908.

J. J. WALKER,
Mechanical Accountant.

INTERCOLONIAL RAILWAY.

STATEMENT of Mileage, and Coal, Oil and Waste consumed by Locomotives for year ended March 31, 1908.

MONTHS.	Locomotive Mileage.	CONSUMPTION.				AVERAGE CONSUMPTION PER 100 MILES.			
		Tons of Coal.	Pints of Valve Oil.	Pints of Engine Oil.	Pounds of Waste.	Pounds of Coal.	Pints of Valve Oil.	Pints of Engine Oil.	Pounds of Waste.
1907.									
April	813,888	41,870	12,529	30,798	19,875	11,524	1·54	3·78	2·44
May	807,556	37,724	11,425	29,030	20,537	10,464	1·41	3·59	2·54
June	763,424	34,793	11,374	27,561	18,716	10,209	1·49	3·61	2·45
July	846,233	38,232	11,816	27,240	20,316	10,120	1·40	3·22	2·40
August	859,317	40,601	11,357	27,873	20,716	10,584	1·32	3·24	2·41
September	805,720	39,029	10,915	24,801	19,154	10,851	1·35	3·08	2·24
October	816,912	42,348	10,803	25,046	19,065	11,612	1·32	3·06	2·33
November	772,282	39,857	10,336	23,125	18,738	11,561	1·34	2·99	2·43
December	823,833	44,270	13,209	28,864	18,830	12,037	1·60	3·50	2·29
1908.									
January	862,579	48,717	11,569	25,082	17,028	12,651	1·34	2·91	1·97
February	814,056	46,927	11,083	24,565	19,113	12,912	1·36	3·02	2·35
March	876,646	51,675	11,831	26,997	19,635	13,204	1·35	3·08	2·24
Totals	9,862,446	506,043	138,247	320,982	231,723	11,493	1·40	3·25	2·35

MONCTON, N.B.,
March 31, 1908.

J. J. WALKER,
Mechanical Accountant.

The following work was done in the shops at Moncton:—

Locomotive shops—

The 4 locomotives rebuilding were completed.
12 locomotives were partly rebuilt.
91 locomotives received general repairs.
31 locomotives received heavy repairs.
65 locomotives received light repairs.
4 new boilers for locomotives were made.
131 boilers were tested.
2 new throat sheets were made.
6 new side sheets were made.
4 new tube sheets were made.
64 fire boxes were patched.
2 new fire boxes were made.
6 new smoke boxes were made.
6 smoke boxes were repaired.
23 smoke box doors and rings were made.
4 new cylinders were made.
16 new cylinders and half saddles were made.
24 steel driving axle boxes were made.
3,653 new tubes were put in locomotive boilers.
21,405 tubes were pieced and applied to locomotives.
175 new locomotive smoke stacks were made.
13 locomotive smoke stacks were repaired.
92 ash pans were repaired.
4 new ash pans were made.
18 front ends were made.
6 steel tenders were built.
3 steel tenders were rebuilt.
20 steel tenders were increased in capacity.
43 steel tenders received heavy repairs.
4 steel tender frames were made.
150 tenders were repaired.
20 cabs built complete.
9 cabs were repaired.
1,438 cab curtains were made.
55 Sterlingworth trucks were repaired.
15 wooden tender frames and trucks were built.
150 tender tanks were repaired.
3 tender tanks were made.
2 air reservoirs were made.
6,553 oil box covers were made.
1,673 tin oil cup covers were made.
300 gauge glass shields were made.
48 new headlights were made.
100 long spout funnels were made.
194 new tires were applied to driving wheels.
138 new tires were applied to engine truck wheels.
190 new tires were applied to tender truck wheels.
614 new tires were applied to car wheels.
648 driving tires were turned off.
402 engine truck tires were turned off.
344 tender truck tires were turned off.
376 car tires were turned off.

81 engine truck axles were turned and fitted.
49 new tender axles were turned and fitted.
36 new driving axles were applied.
31 new driving wheel centers were machined.
98 new tender wheels were fitted to axles.
302,500 lbs. nuts were tapped.
2,700 lbs. nuts were retapped.
72,000 nuts were faced.
608,297 bolts were threaded.
34 crank pins were made.
20 crossheads were made.
24 guide bars were made.
15,493 studs were made.
2,000 cylinder studs were made.
14,700 stay bolts were turned.
12,970 stay bolts were put in fire boxes.
6,000 patch bolts were made.
400 wedge bolts were made.
1,000 oil cup screws were made.
200 hose bag springs were made.
400 tube plugs were made.
1,000 W.A.B. pins were made.
500 W.A.B. bolts were made.
1,800 sets valve stem packing were made.
1,609 sets metallic packing were made.
2,400 sets piston packing were made.
4,000 steam hose and couplings were repaired.
9,000 air brake hose and couplings were repaired.
239 engines and tenders were painted.

Blacksmith shop—

The following was the output of this shop:—

2,137,783 lbs. iron forgings including 721,084 lbs. bolts.
543,722 lbs. steel forgings.

Brass foundry—

The following was the output of this shop:—

318,039 lbs. bearings.
66,206 lbs. brass castings.
28,398 lbs. antimonial lead.
16,957 lbs. babbit.
382 lbs. metallic packing.

Special work was done as follows—

Material was prepared and sent out for installing the 'Ord' ash pit at Stellarton.
An air hoist and crane were made for Gibson.
A large amount of work was done to S.S. *Scotia.*
The engines for three of the motor cars were completed.
6 tanks were made for motor cars.
1 saturating tank was made for axle box packing.
2 water tanks were made.
1 tank for dipping ties was made.
1 stationary oil tank was made.

1 stationary engine was repaired for Mulgrave.
1 horizontal engine was repaired.
1 shear engine was repaired.
1 new shear head was built.
1 bolt header was overhauled.
13 coal buckets were made.
20 boilers for water service were repaired.
2 stationary boilers were tubed and repaired.
1 pile driver boiler was tubed and repaired.
2 smoke jacks were made.
4 ash pit buckets were made.
24 drip pans were made.
200 frog plates were sheared, punched and straightened.
'Elvin' automatic driving box lubricators were fitted and applied to one hundred (100) locomotives.
Alterations were made to 'Ganz' motor car.
3 steel oil tank frames were repaired.

The following patterns were made and repaired:—
431 made for cast iron.
104 made for steel and malleable.
92 repaired for cast iron, steel and malleable.
475 made for brass castings.
314 repaired for brass castings.
In addition to the above there were a number of patterns replaced that were destroyed in the fire of 1906.

The following machines were set up in the Moncton locomotive shops:—
1 20-inch high speed Bertram lathe.
1 24-inch " " " "
1 21-inch drilling machine.
1 4-inch centering machine.
1 twist drill grinder.

In addition to the work mentioned above a large amount of work was done and repairs made for outside shops and for other departments of the railway comprised in parts as follows:—

Extensive alterations and repairs were made to the plumbing in the agent's dwelling at Chatham Junction, power house, Moncton; track carpenter shop, general offices, agent's dwelling at Rothesay, Millerton, Springhill Junction, Oxford Junction, Maccan, Newcastle, Shediac, Canaan, Sussex, Petitcodiac, Hampton, St. John; rest rooms and freight house, Moncton.

Station stoves and furnaces between the following points were fitted up and repaired:—Moncton and St. John, Moncton and Point du Chêne, Painsec to Halifax, Truro to Pictou, Oxford Junction to Sydney, Moncton to St. Flavie, Loggieville to Fredericton, Indiantown, Dalhousie and Dartmouth branches.

In Amherst engine sheds were fitted up, two large stoves and one sand drier with pipes and roof ventilators.

Car shops—

The following rolling stock was rebuilt to replace a similar number condemned:—

2 box.
1 hopper.
25 platform.
2 tank.

Three of the platform were rebuilt diamond flangers.

The following rolling stock received heavy repairs:—

4 official.	18 baggage.
2 parlour.	300 freight.
18 sleeping.	3 refrigerators.
4 dining.	31 vans.
43 first class.	3 flangers.
48 second class.	1 tool car.
16 postal.	26 snow ploughs.

The following rolling stock received light repairs:—

13 official.	34 baggage.
2 parlour.	9,786 freight.
25 sleeping.	11 snow ploughs.
1 dining.	2 auxiliary.
63 first class.	1 flanger.
71 second class.	33 vans.
22 postal.	

The following cars were scraped, filled and varnished:—

5 first class.	1 second class.
2 postal.	

The following cars were cleaned, painted and varnished:—

2 sleeping.	11 postal.
8 first class.	6 baggage.
17 second class.	1 auxiliary.

The following cars were cleaned and varnished:—

2 parlour.	15 second class.
1 official.	6 postal.
14 sleeping.	11 baggage.
5 dining.	2 vans.
30 first class.	1 motor.

The following rolling stock was painted:—

31 vans.	9 Hart convertible.
220 box.	12 flangers.
153 platform.	12 snow ploughs.
37 hoppers.	2 tool.
13 refrigerators.	1 auxiliary.
2 stock.	1 gas holder car.
15 gondolas.	12 tank.

The following cars were burnt off, painted and varnished:—

2 sleeping.	7 second class.
2 official.	2 baggage.
6 first class.	

Special work was done as follows:—

2 postal cars were changed to second-class and baggage.
120 freight cars and snow ploughs were equipped with W.A.B.
38 freight cars and and snow ploughs were equipped with M.C.B. coupler.
151 wooden freight car trucks were made and applied.
5,074 new chilled wheels were pressed on axles.
2,284 second-hand chilled wheels were pressed on axles.
148 new steel wheels were pressed on axles.
542 second-hand steel wheels were pressed on axles.

3,296 steel tires were turned.
8,757 wheels were taken off axles.
873 new axles were turned.
3,433 second-hand axles were turned.
348 end doors for box cars were made.
15 Hart convertible dump carts had sides and ends raised.
8 pulleys were made and set up.
15 platform cars were fitted up for oil tanks.
1 double-ended snow plough was built.
1 auxiliary car was partly built.
50 new pilots were made.
345 wooden bolsters were made.
14 box car tops were fitted up for rest houses.
2,000 side ladders were made for box cars.

In addition to the lumber prepared for repairs, &c., 501,400 feet was milled on store orders.

505 manufactured orders delivered to store.

In addition to the numerous articles made and repaired for this department at Moncton and for outside shops, a great deal of work was done for the maintenance and traffic departments and also for other departments of the railway.

Water service—

This service was maintained in efficient condition over the whole line.

The following work was done in the shops at Richmond:—

18 locomotives received heavy and 55 specific repairs.
13 boilers were retubed.
24 fire boxes were patched.
43 boilers were tested.
4 sets of driving truck wheels were retired.
18 sets of driving tires were turned off.
51 pairs of engine truck tires were turned off.
337 pairs of tender and car truck tires were turned off.
2 new engine truck wheels were applied.
41 pairs new tender truck wheels were applied.
1 new tender frame was made.
17,405 bolts were forged.
53,740 bolts were screwed.
3,320 studs were screwed.
16 engines and tenders were painted.
200 sets metallic piston rod packing were made.
243 sets metallic valve stem packing were made.

A large number of passenger and freight cars were repaired in the shops during the year.

In addition to the above regular work of this department a large amount of work was done for the maintenance and traffic departments and also for other departments of the railway.

The following new machines were received and set up:—

1 36-inch lathe.
1 double head emery wheel tool grinder.

The following work was done in the shops at River du Loup:—

17 locomotives received general, 18 medium and 30 specific repairs.
28 boilers were retubed.

27 fire boxes were patched.
70 boilers were tested.
75 driving tires were turned off.
62 engine truck tires were turned off.
224 tender truck tires were turned off.
47 pilots were made and applied to locomotives.
5 tender frames were made.
8,176 bolts were forged.
36,374 bolts were screwed.
875 lbs. nuts were tapped.
34 engines and tenders were painted.
305 sets metallic piston rod packing were made.
244 sets metallic valve steam packing were made.
122,471 lbs. iron forgings.

Light repairs were made to a number of freight and passenger cars during the year.

A large amount of work was also done for the maintenance and traffic departments of the railway.

The following new machines were received and set up:—

1 20-inch new type single belt high speed lathe.
1 centering machine.
1 pipe bender.

No 1.—*INTERCOLONIAL RAILWAY.*

Capital Account, Year ended March 31, 1908.

1907.	Dr.			1907.	Cr.	$ cts.
Mar. 31.	To cost of Intercolonial Railway to date		82,744,937 89	Mar. 31.	By Dominion of Canada	82,744,937 89
	Strengthen bridges	245,165 85				
	Diversion of line at Mitchell	1,379 91				
	Engine house, &c., Chaudière Junction	66,314 31				
	Increased accommodation at Ste. Flavie	15,198 10				
	Improvements at Sackville	58,344 49				
	Improvements at Campbellton	15,009 86				
	Improvements at Ste. Rosalie	75,992 45				
	Improvements at Amherst	33,937 57				
	New machinery for locomotive and car shops	85,864 57				
	Increased accommodation at Halifax	519,951 96				
	To double tracking parts of line	89,799 09				
	Rolling stock	1,850,462 00				
	Improve telegraph line	24,498 23				
	Increased accommodation and facilities along the line	61,731 61				
	Increased accommodation at Sydney	3,316 52				
	Extension to Sydney Mines	48,993 29				
	Increased accommodation at St. John	48,973 10				
	Increased accommodation at Antigonish	9,961 20				
	Improvements at Mulgrave	39,641 40				
	Increased accommodation at Truro	86,594 94				
	Put railway between Indiantown and Blackville into condition for operation	35,855 88				
	Locomotive and car shops and land purchase at Moncton	645,598 31				
	Glengarry water tank and reservoir	7,057 42				
	Increased accommodation at Pictou	45,138 64				
	Increase water service	54,330 17				
	Improvements at North Sydney Jct	4,490 05				
	Engine house, machine shop, &c., at Rivière du Loup	8,675 11				
	Increased accommodation at New Glasgow	13,954 78				
	Increased accommodation at Springhill Jct	8,154 75				
	Improvements at Newcastle	5,725 77				
	Extension to wharf at Dalhousie	15,000 00				
	Pintsch gas apparatus	8,217 75				
	Water service at Pirate Harbour	6,045 36				
	Air compressors and reservoirs	5,356 84				
	Original construction	79 52				
	Additional sidings along the line	27,196 76				
	Improvements at Drummondville	11,881 76				

Increased accommodation at Stellarton	5,336 45				
New turntables	15,304 90				
Addition to Princess Pier	1,363 57				
Improvements at Windsor	2,849 06				
Air brakes to freight cars	20,964 62				
Provide side ladders on box cars	4,762 50				
Ballast plough and unloaders	6,500 00				
Improving grades on line	3,950 49				
Exchange drawbars on freight cars	1,900 00				
Air brake equipment	11,559 79				
Purchase of Canada Eastern Railway	19,000 00				
Improvements at St. Alexis	860 92				
Dredge and blast rock at deep water terminus, Halifax	4,234 39		1908.		
		4,382,494 01	Mar. 31	By Dominion of Canada	4,382,494 01
		87,127,431 90			87,127,431 90

S. L. SHANNON
Comptroller.

E. & O. E.,
MONCTON, N.B.

No. 2.—INTERCOLONIAL RAILWAY.

Revenue Account, Year ended March 31, 1908.

Expenditure.	——	Earnings.	——
	$ cts.		$ cts.
Maintenance of way and structures....	1,630,965 29	Passenger earnings.....	2,711,416 98
Maintenance of equipment.....	1,996,388 62	Freight "	6,054,493 45
Conducting transportation.....	5,280,521 66	Mail and express earnings.....	349,538 06
General expenses..	249,559 96	Miscellaneous earnings.....	58,110 31
	9,157,435 53		9,173,558 80
Balance.....	16,123 27		
	9,173,558 80		9,173,558 80

E. & O. E.,
Moncton, N.B.

S. L. SHANNON,
Comptroller.

No. 3.—INTERCOLONIAL RAILWAY.

Maintenance of Way and Structures, Year ended March 31, 1908.

		$ cts.
No. 1.	Repairs of roadway.....	980,140 27
2.	Renewals of rails.....	88,251 53
3.	Renewals of ties.....	225,390 13
4.	Repairs and renewals of bridges and culverts.....	53,441 19
5.	" Fences, road crossings, signs and cattle guards.....	55,292 69
6.	" buildings and fixtures.....	203,297 04
7.	" docks and wharfs.....	16,738 32
8.	" telegraph.....	2,269 53
9.	Stationery and printing.....	4,412 52
10.	Other expenses.....	1,732 07
		1,630,965 29

E. & O. E.,
Moncton, N.B.

S. L. SHANNON,
Comptroller.

SESSIONAL PAPER No. 20

No. 4.—INTERCOLONIAL RAILWAY.

Maintenance of Equipment, Year ended March 31, 1908.

		$ cts.
No. 11.	Superintendence	100,534 97
12.	Repairs and renewals of locomotives	783,200 72
13.	" passenger cars	310,214 15
14.	" freight cars	604,984 64
15.	" work cars	32,527 04
16.	" marine equipment	4,028 16
17.	" shop machinery and tools	64,942 83
18.	Stationery and printing	11,567 13
19.	Other expenses	84,388 98
		1,996,388 62

E. & O. E.,
Moncton, N.B.

S. L. SHANNON,
Comptroller.

No. 5.—INTERCOLONIAL RAILWAY.

Conducting Transportation, Year ended March 31, 1908.

			$ cts.
No. 20.	Superintendence		129,278 27
21.	Engine and roundhouse men		872,242 12
22.	Fuel for locomotives		1,786,526 70
23.	Water supply for locomotives		62,795 46
24.	Oil, tallow and waste for locomotives		48,493 80
25.	Other supplies for locomotives		17,111 36
26.	Train service		722,082 67
27.	Train supplies and expenses		188,168 14
28.	Switchmen, flagmen and watchmen		248,524 90
29.	Telegraph expenses		178,900 32
30.	Station service		622,544 05
31.	Station supplies		96,007 88
35.	Loss and damage		50,513 39
36.	Injuries to persons		8,029 68
37.	Clearing wrecks		26,711 67
38.	Operating marine equipment		41,340 76
39.	Advertising		43,881 18
40.	Outside agencies		63,574 58
42.	Stock yards and elevators		12,306 41
43.	Rents for tracks, yards and terminals		120,142 93
45.	Stationery and printing		86,084 79
46.	Other expenses		17,411 43
			5,442,672 49
	Cr.		
33.	Car service	$ 148,166 99	
34.	Hire of equipment	13,031 78	
44.	Rents of buildings and other property	952 06	
			162,150 83
			5,280,521 66

E. & O. E.,
Moncton, N.B.

S. L. SHANNON,
Comptroller.

No. 6.—INTERCOLONIAL RAILWAY.

General Expenses, Year ended March 31, 1908.

		$ cts.
No. 47.	Salaries of general officers	14,719 92
48.	Salaries of clerks and attendants	88,317 86
49.	General office expenses and supplies	26,956 17
50.	Insurance	85,564 33
51.	Law expenses	13,851 27
52.	Stationery and printing, general offices	13,956 77
53.	Other expenses	6,193 64
		249,559 96

E. & O. E.,
Moncton, N.B.

S. L. SHANNON,
Comptroller.

No. 7.—INTERCOLONIAL RAILWAY.

General Stores Account, Year ended March 31, 1908.

Dr.	$ cts.	$ cts.	Cr.	$ cts.	$ cts.
To Balance at March 31, 1907		1,341,996 90	By issues during year ended March 31, 1908	3,848,831 19	
Purchases during year ended March 31, 1908	3,459,903 58		Sales, material, fuel, &c	21,146 35	
Charges from other departments	447,824 64		Sales old material	160,882 61	
Labour, &c	144,630 67				4,030,860 15
Staff pay rolls	2,440 00				
		4,054,798 89	Balance—		
			Ordinary stores, including fuel	500,329 19	
			Roadway and bridge material	865,606 45	
					1,365,935 64
		5,396,795 79			5,396,795 79

E. & O. E.,
Moncton, N.B.

S. L. SHANNON,
Comptroller.

No. 8.—INTERCOLONIAL RAILWAY.

General Balance, Year ended March 31, 1908.

Dr.	$ cts.	$ cts.	Cr.	$ cts.	$ cts.
To Cash		122 15	By Dominion of Canada		2,352,512 78
Station agents		171,513 14	Unclaimed freight		685 11
General stores		1,365,935 64	Suspense		3,513 50
Receiver-General—Provident Fund Account		165,433 83	Intercolonial and Prince Edward Island Railways employees' Provident Fund		137,654 85
Rents		6,243 82			
Auditor's Suspense Account		65,912 53			
Cash in Transit Account		1,428 32			
Freight in Transit Account		3,516 46			
Commissary Stock		27,511 32			
Equipment Renewal Account		57,755 63			
To Individuals and Companies Ledger—			By Individuals and Companies Ledger—		
Acadia Coal Company	137 50		Amherst Maleable Iron Co	40 42	
Atlantic Coast Line	0 38		Cape Breton Ry	51 75	
Armour Car Lines	4 71		Chatham Ry	0 07	
American Locomotive Company	1,038 97		Chappell Bros	374 50	
H. & A. Allan	4 50		R. Campbell	4 20	
Allan S.S. Line	1,892 13		Canadian Locomotive Co	0 02	
Athol Station	4 44		Department of Justice	1,000 00	
Amherst Freight Station	3 31		Dubs & Co	98 63	
T. Atkinson	49,87		Dominion Lumber Co	32 00	
H. Atkinson	12 80		G. Demers	164 50	
Atlantic and Lake Superior Ry	7,666 42		W. B. Dickson	35 50	
American Refrigerator Transportation Co	12 61		Dickie Lumber Co	434 94	
Ann Arbor Ry	1 67		G. Dumont	176 00	
Armstrong Refrigerator Ry	1 90		Elmsdale Co	1,190 18	
Atlantic and Bermingham Ry	0 30		Freight Claim Agent	16 19	
Boston and Maine Ry	282 43		Grand Lake Lumber Co	556 00	
Balliston Terminal Ry	396 41		General Storekeeper	4,131 98	
Baltimore and Ohio Ry	19 55		Great North Western Telegraph Co	2 48	
Baldwin Locomotive Works	181 10		Gregoire & Bertrand	381 50	
M. Beatty & Sons	1 14		Guarantee Co. of North America	1 10	
J. C. Brown	15 00		Hood & Son	253 50	
Boisdale Station	7 80		London Guarantee and Accident Co	0 26	
Bic Station	22 00		J. Lord	338 00	
Bloomfield Station	25 21		W. S. Logie & Co	206 00	
Bangor and Aroostook Ry	3 89		W. A. McKay & Co	138 00	
Beersville Ry. and Coal Co	627 34		McKay Mining Co	1,031 00	
E. Bigney	8 26		New Brunswick Telephone Co	76 02	
Babcock and Wilcox	2 06		Nova Scotia Fertilizer Co	276 61	
William Brennan	31 00		J. O'Shaughnessy	114 12	
Canadian Pacific Ry.—Rolling Stock	22,446 90		Prince Edward Island Ry	326 61	
Canadian Pacific Ry. 19,934 86			Pictou Foundry Co	18 90	
" (N.B. Div.) 6,583 54			Portland Rolling Mills	0 01	
	26,518 40		H. C. Philbrick	1,001 77	
F. E. Caine	2,760 70		Quebec Construction Co	51 44	
Canada Eastern Ry	17 42		F. A. Ronnan & Co	69 12	
Caraquet Ry	20,522 54		Railway Passengers Assurance Co	0 39	
Canadian Express Co	68 50		Ed. Ruel	326 00	
			Sessenwe in Bros	2 73	
			J. Simon	2,190 88	
			J. W. Smith	268 74	
			Vanderbeek & Sons	382 00	
			S. E. Vaughan & Co	1,136 00	

To Canada Coals and Ry. Co.	317 84	
Charlottetown Steam Navigation Co.	0 31	
Central Vermont Ry.	552 40	
Canada Atlantic Ry.	2 59	
Cumberland Ry. and Coal Co.	4,384 55	
Canada Iron and Foundry Co.	402 69	
Canadian Northern Ry.	1,764 83	
Cincinnati, Hamilton and Dayton Ry.	25 93	
Cleveland, Cincinnati, Chicago and St. Louis Ry.	34 64	
Canada Atlantic and Plant Line	126 49	
Chicago, Milwaukee and St. Paul Ry.	0 30	
Chicago and Northwestern Ry.	0 30	
S. Cunard & Co.	506 51	
Canadian Bridge Co.	35 00	
T. B. Calhoun	5 00	
T. R. Campbell	3 00	
G. S. Campbell & Co.	22 80	
Campbellton Ticket Station	94 85	
Campbellton Freight Station	25 00	
H. J. Cameron	1,679 07	
Coldbrook Rolling Mills	1,967 41	
Coal Branch Station	65 84	
T. Cook & Son	19 80	
Cincinnati, New Orleans and Texas Ry.	1 86	
Y. C. Campbell	4 20	
Chicago, Burlington and Quiney Ry.	14 68	
Central Ry. of New Jersey	1 73	
Chesapeake and Ohio Ry.	13 92	
Columbia Creosote Ry.	2 20	
Choctaw, Oklahoma and Gulf Ry.	2 73	
Colorado and Southern Ry.	17 05	
Cleveland, Akron and Columbus Ry.	0 80	
Cotton Belt Route	1 41	
City of Moncton	0 25	
Central Ontario Ry.	1 41	
Chicago, Cincinnati and Louisville Ry.	1 26	
Colchester Coal & Ry. Co.	183 10	
Chicago, Rock Island and Pacific Ry.	523 55	
Consolidated Coal Co.	0 01	
J. H. Corbett	1,890 00	
Cold Blast Trans. Co.	6 03	
Columbia Southern, New Orleans and Pacific Ry.	2 00	
Copper Crown Co.	45 13	
Dept. of Public Works	16,931 24	
Dept. of Marine and Fisheries	233 77	
Dept. of Militia and Defence	6,708 82	
Dominion Atlantic Ry.	16,388 06	
Dominion Coal Co.	12,185 70	
Dominion Iron and Steel Co.	7,575 53	
Delaware and Hudson Ry.	80 23	
Delaware, Lackawanna and Western	2 75	
Drummond County Ry.	7,199 87	
Dartmouth Station	8,013 73	
Derby Junction Station	231 04	
Dalhousie Station	19 69	
Dominion Express Co	2 50	
Dominion Bridge Co.	0 90	
Detroit, Toledo and Trenton Ry.	35 64	
T. A. S. De Wolfe	19 02	
Alex. Watson	400 00	
M. Wood & Sons	150 00	
By Individuals and Companies Ledger Suspense Accounts—		
J. H. Corbett	120 00	
Intercolonial and Prince Edward Island Railways Employees' Provident Fund	29 11	
Rhodes, Curry & Co.	22 42	
Salisbury and Harvey Ry.	1,356 87	
Windsor Branch Ry.	9 00	
E. A. Wallberg	344 09	
By Traffic Ledger—		
Atchison, Topeka and Santa Fe Ry.	370 50	
Boston and Maine Ry.	1,929 99	
G. E. Beekman	17 61	
Canadian Pacific Ry.	5,880 31	
Cape Breton Ry.	5 70	
Chicago, Rock Island and Pacific Ry.	143 70	
Chicago, Burlington Ry.	72 50	
Chicago, Milwaukee and St. Paul Ry.	113 08	
Chicago and North Western Ry.	259 95	
Chicago and Great Western Ry.	130 10	
Canadian Northern Ry.		
Duluth, South Shore and Atlantic Ry.	124 82	
Eastern S.S. Co.	101 50	
Great Northern Railway Line	273 87	
Lake Shore and Michigan South Ry.	16 64	
Lotbiniere and Megantic Ry.	1 74	
Michigan Central Railway	5 19	
Maine Central Ry.	4,478 51	
Minneapolis, St. Paul and Sault Ste. Marie Ry.	238 86	
Northern Pacific Ry.	522 57	
New York Central and Hudson River Ry.	82 90	
New York, New Haven and Hartford Ry.	287 25	
Prince Edward Island Ry.	7 60	
Pennsylvania Ry.	13 19	
Rutland Ry.	8 78	
Temiscouata Ry.	51 88	
Wabash Ry.	230 55	
Wisconsin Central Lines	31 05	
		15,400 34
By Car Service Ledger—		
Cumberland and Pennsylvania Ry.	1 50	
Cincinnati Lebanon and Northern Ry.	7 50	
Evansville, Suburban and Newburgh Ry.	1 25	
Georgia Southern and Florida Ry.	0 50	
Lotbiniere and Megantic Ry.	6 75	
Louisville and Nashville Ry.	282 20	
Lake Terminal Ry.	1 75	
Monongahela Ry.	1 75	
Muscatine North and South Railway	1 75	
Monongahela Connecting Ry.	1 00	
New York, Philadelphia and Norfolk Ry.	17 65	
Norfolk and Portsmouth Belt Ry.	4 25	
New York, New Haven and Hartford Ry.	429 25	

No. 8.—INTERCOLONIAL RAILWAY.—*Continued.*

General Balance, Year ended March 31, 1908.—*Continued.*

Dr.	$ cts.	$ cts.	Cr.	$ cts.	$ cts.
To Elgin and Havelock Ry	21 07		By Newbury and South Shore Ry	0 25	
Erie Ry	94 48		Portland and Rumford Falls Ry	0 50	
Engineering Contract Co	518 68		Susquehanna, Bluoomsburg and Berwick Ry	0 25	
Eel River Station	32 61		Staten Island Rapid Transit Co	0 70	
Eureka Mills Station	13 56		South Manchester Ry	1 00	
Elgin Branch Ry	726 10		South Georgia Ry	2 75	
Eastern S.S. Co	31 89		Tremont and Gulf Ry	1 25	
Empire Line	2 95				763 80
Erie and Michigan Ry	0 26				
Eastern Coal Co	125 00				
Capt. J. A. Farquhar	9 60				
Furness, Withy & Co	1 06				
Forestdale Station	6 34				
A. Forbes	82 18				
Fraserville Foundry	137 87				
Fidler & Roome	105 83				
Grand Trunk Ry	18,664 34				
Great Northern Ry. of Canada	58 00				
Grand Trunk Ry.—Suspense	98 75				
O. Guerette & Son	36 92				
Gray and Lawrence Bros. Co	6 75				
Gloucester Jct. Station	78 87				
P. E. Gallant	173 36				
Glengarry Station	5 00				
Galena Oil Co	217 75				
Harvey Gaskin	252 41				
Great Northern Ry. Line	4 70				
Georgia Southern and Florida Ry	4 04				
Graham & Co	58 43				
German American Tank Line	6 86				
Halifax and Southwestern Ry	54,572 79				
Hampton and St. Martins Ry	1,658 62				
Hocking Valley Ry	4 93				
Halifax Station Labor	1,500 00				
M. J. Haney	97 31				
Halifax Freight Station	887 49				
R. Hamilton	1,131 52				
H. M. Hamilton	316 66				
Halifax and Cape Breton Ry	1,151 42				
L. R. Harrison	1,343 41				
Harris Abbatoir Co	298 66				
Inverness Ry. and Coal Co	3,107 65				
Intercolonial Coal Mining Co	36 00				
I.C.R. Employes' Relief and Insurance Assoc	436 60				
Interprovincial Navigation Co	11 96				
Illinois Central Ry	245 31				
Imperial Oil Co	279 20				
Iona Station	72 71				
Isle Verte Station	25 00				

To		
	International and Great Northern Ry.	0 50
	Kent Northern Ry.	8,127 23
	Kent Jct. Station	28 38
	Kingan Refrigerator Line	0 25
	Londonderry Iron and Mining Co.	20,493 50
	Lehigh Valley Ry.	69 17
	Louisville and Nashville Ry.	1 80
	Lake Shore and Michigan Southern Ry.	5 60
	Lake Erie and Western Ry.	1 86
	Leb Drury Lockhart	45 50
	R. S. Lowe	17 38
	Library Bureau Co.	3 45
	Moncton and Buctouche Ry.	181 25
	Michigan Central Ry.	29 48
	Maine Central Ry.	40 68
	Moncton Freight Station	20 00
	Memramcook Station	7 54
	Montreal Cotton and Wool Waste Co.	60 53
	Montmagny Light and Pulp Co.	778 10
	T. Malcolm	1,666 64
	Midland Ry. of N.S.	7 07
	Minudie Coal Co.	8 32
	Missouri Pacific Ry.	59 15
	Minn., St. Paul and Sault Ste. Marie Ry.	0 89
	Missouri, Kansas and Texas Ry.	0 35
	Maritime Coal, Ry. and Power Co.	3,998 07
	Montreal Steel Works	622 14
	Murray and Co.	9 72
	Mathie Ellis & Co.	26 28
	Maritime Engineering Co.	2 40
	Mobile and Ohio Ry.	2 73
	Midland Valley Ry.	2 00
	Marsh & Marsh	3 90
	McLean, Holt & Co.	830 75
	J. B. McManus, Ltd.	8,324 42
	A. R. McDonald	2 76
	J. J. McLeod	644 16
	C. McDougall & Co.	1,466 00
	H. F. McDougall	8 46
	New Brunswick Coal and Ry. Co.	56,956 23
	New York Central and Hudson River Ry.	502 29
	National Despatch Line	1 85
	Newfoundland Ry.	97 98
	New York, New Haven and Hartford Ry.	117 30
	North American Trans. Co.	2,347 33
	New York Central and St. Louis Ry.	5 26
	Nova Scotia Steel and Coal Co.	4,610 39
	New Brunswick and Prince Edward Island Ry	3,040 19
	Northern Pacific Ry.	530 23
	National Despatch—Great Eastern Line	105 27
	Northern Central Ry.	4 17
	Capt. Newcombe	83 98
	J. and C. Morris	22 22
	Nash's Creek Station	6 25
	New Glasgow Station	633 90
	Newcastle Station	102 75
	Nappan Station	40 00
	Nicolet Station	39 53
	Nauwigewauk Station	3 00

No. 8.—INTERCOLONIAL RAILWAY.—*Continued.*

General Balance, Year ended March 31, 1908.—*Continued.*

Dr.	$ cts.	$ cts.	Cr.	$ cts.	$ cts.
To Norfolk and Western Ry	1 61				
New Orleans and Nort Eastern Ry	2 57				
New York, Ontario and Western Ry	2 20				
National Labour Congress	446 40				
New Brunswick Wire Fence Co	12 05				
North Shore Ry. Co	676 25				
Oregon Ry. and Navigation Co	1 25				
Ocean charges on freight at Halifax	4,020 51				
Post Office Dept	19,097 28				
Pictou Station Labour	200 00				
Pennsylvania Ry	471 08				
Price Bros	1,336 02				
Purcell & Fallon	245 57				
Pittsburg, Cincinnati, Chicago and St. Louis Ry	5 94				
Pennsylvania Co	7 95				
Pere Marquette Ry	86 52				
Pittsburg and Lake Erie Ry	5 22				
Philadelphia and Reading Ry	4 01				
Philadelphia, Baltimore and Wilmington Ry	1 78				
H. M. Price & Co	305 43				
Phœnix Bridge Co	9 77				
I. N. Pouliot	352 20				
Pickford & Black	161 87				
Poulson Iron Works	273 25				
D. Pottinger	6 25				
Pugwash Jct. Station	1 85				
Quebec Central Ry	22,239 05				
Quebec Southern Ry. (New Acct.)	1,128 12				
" " " (Old Acct.)	25,637 33				
Rhodes, Curry & Co	80 67				
Rome, Watertown and Ogdensburg Ry	7 61				
Rutland Ry	41 10				
W. C. Ross	0 79				
Chas. D. Ruddock	130 00				
Royal Visit	9,154 44				
Ryan & McDonnell	3,736 29				
Rockingham Station	27 47				
Red Pine Station	20 00				
Rivière du Loup Ticket Station	16 00				
Rivière du Loup Freight Station	136 82				
Remittances destroyed	788 81				
J. Richards & Son	116 24				
W. Ross	33 70				
Red Cross S.S. Line	5 87				
Robb Engineering Co	19 60				
William Routledge	10 30				
Record Foundry Co	15 89				
SS. *"Minto"*	268 14				
Swift Refrigerator Line	15 12				

To			
	Standard Car Truck Co.	465	30
	Sherbrooke Tank Line	9	06
	V. J. Sullivan	6	74
	Sydney Cement Co.	898	55
	St. Hyacinthe Station	8,879	05
	SS. *Verda*	50	78
	SS. *Lake Ontario*	17	04
	St. François Bridge Co.	49	59
	Shediac Station	34	70
	Sackville Station	10	17
	St. John Station	3,096	46
	St. Alexandre Station	25	90
	Ste. Louise Station	0	66
	Springhill and Parrsboro Ry.	3,161	99
	St. Arsene Station	107	12
	Ste. Luce Station	80	00
	Schooner *Mary Jane*	71	30
	R. A. & J. Stewart	41	39
	St. John Street Ry.	31	00
	St. Anaclet Station	11	00
	Salisbury and Harvey Ry.	9,385	21
	Southern Ry.	6	89
	Shedden Co.	1	75
	St. Lawrence and Adirondack Ry.	21	97
	Seaboard Air Line	32	94
	St. Louis and San Francisco Ry.	9	47
	Shives Lumber Co.	9	00
	St. Louis South Western Ry.	8	00
	Standard Drain Pipe Co.	40	17
	Silliker Car Co.	465	58
	St. Louis Refrigerator Co.	8	00
	Sydney Mines Station	95	69
	St. Monique Station	10	00
	Salvation Army	209	05
	Temiscouata Ry.	1,295	92
	Texas Pacific Ry.	0	26
	Tobique Valley Ry.	2,739	25
	Toronto, Hamilton and Buffalo Ry.	33	81
	Trois Pistoles Pulp and Paper Co.	73	82
	Transcontinental Ry. Commissioners	45,988	53
	Trois Pistoles Station	97	37
	Town of Dartmouth	32,000	00
	Tapley, F.	10	00
	Toledo, St. Louis and Western Ry.	28	72
	Texas Midland Ry.	6	75
	Texas and New Orleans Ry.	25	00
	Vandalia Line	13	00
	S. Veniot	21	00
	Uncurrent and failed bank notes	82	20
	Valley Station	6	65
	Union Bearing Co.	928	18
	Union Refrigerator Transportation Co.	4	44
	Union Pacific Ry.	3	15
	Union Line	3	84
	Wabash Ry.	86	10
	Washburn Co.	48	00
	Western Union Telegraph Co.	394	11
	A. M. Whitman & Son	150	00
	Wentworth Station	33	24

No. 8.—INTERCOLONIAL RAILWAY—*Concluded.*

General Balance, Year ended March 31, 1908.—*Continued.*

Dr.	$ cts.	$ cts.	Cr.	$ cts.	$ cts.
Western Counties Ry.—General.....15,893 35					
Western Counties Ry.—Traffic..... 64 57					
	15,957 92				
Weldford Station	55 00				
E. A. Wallberg	3,779 96				
E. A. Williams	0 50				
Western Maryland Ry	678 46				
Wisconsin Central Ry	3 65				
Wentworth Gypsum Co	0 05				
Wheeling and Lake Erie Ry	3 52				
York and Carleton Ry	316 30				
		604,354 01			
To Individuals and Companies Ledger,—Suspense Accounts,—					
General Storekeeper	167 99				
Dominion Atlantic Ry	37 58				
Grand Trunk Ry	4 74				
Halifax and Southwestern Ry	103 69				
McLean, Holt & Co	626 00				
P. E. Island Ry	106 46				
		1,046 46			
To Traffic Ledger—					
H. & A. Allan	1,621 44				
Allan Bros. & Co	1,480 23				
Atlantic S.S. Line	311 00				
J. & A. Allan	4 95				
Beaver Line Steamers	1,156 13				
Boston, Halifax and P.E. Island S.S. Co	29 23				
Charlottetown Steam Navigation Co	1 50				
Canadian Northern Ry	0 25				
Dominion S.S. Line	65 94				
Department of Marine and Fisheries	2 65				
Grand Trunk Ry	45,260 48				
Hatheway Line	11 10				
William Miller	258 43				
R. C. W. McCuaig	522 78				
New York Transfer Co	3 00				
Quebec Central Ry	385 90				
Newfoundland Ry	4,353 86				
St. Lawrence Steamboat Co	255 33				
World Travel Co	51 30				
Western Passenger Association	104 74				
		55,880 24			
To Car Service Ledger—					
Addystone and Ohio Ry	0 25				
Atlanta and West Point Ry	4 50				
Buffalo, Rochester and Pittsburg Ry	18 50				
Buffalo and Susquehanna Ry	13 00				

Canadian Pacific Ry	39 70			
Chicago, Indiana and Southern Ry	23 60			
Colorado and Southern Ry	10 00			
Cleveland, Akron and Columbus Ry	4 80			
Chicago, Cincinnati and Louisville Ry	137 25			
Chicago, Lake Shore and Eastern Ry	0 08			
Central Railway of Pennsylvania	1 00			
Canadian Northern Ry., Ontario	46 75			
Canadian Northern Ry., Quebec	102 25			
Duluth, Virginia and Rainy Lake Ry	0 40			
Erie Ry	317 75			
Fonda, Johnson and Gloverville Ry	8 00			
Greenwick and Johnsonville Ry	56 75			
Lake Shore and Michigan Southern Ry	551 75			
Louisville and Atlantic Ry	1 75			
Mississippi Central Ry	1 50			
Moshassuck Valley Ry	1 00			
Nashville, Chattanooga and St. Louis Ry	72 50			
Norwood and St. Lawrence Ry	286 50			
Pencoyd and Philadelphia Ry	0 75			
Quebec, Montreal and Southern Ry	759 70			
Quebec and Lake St. John Ry	109 50			
Spokane International Ry	2 00			
Toledo and Western Ry	6 00			
Toledo Railway and Terminal Co	20 80			
Temiskaming and Northern Ontario Ry	3 00			
Trinity and Brazos Valley Ry	40 00			
White River Ry	11 00			
		2,652 33		
To Advances—				
W. J. Hughes	30 50			
J. W. C. McConnell	50 00			
Geo. Skeffington	25 55			
A. Galipeault	100 00			
James Friel	50 00			
A. Corriveau	150 00			
E. H. McAlpine	150 00			
		556 05		
		2,529,861 93		2,529,861 93

E. & O. E.,
MONCTON, N.B.

S. L. SHANNON.
Comptroller.

No. 9.—INTERCOLONIAL RAILWAY .

Statement of Averages, Year ended March 31, 1908.

Mileage of railway		1,448·62
Engine mileage		7,862,446
Total train mileage		7,335,000
Total car mileage		96,706,576
Ratio of earnings to gross earnings—		Per cent.
Passenger		29·56
Freight		66·00
Mail and express		3·81
Miscellaneous		0·63
Gross earnings per mile of railway	Dollars.	6,332.62
" engine mile	Cents.	93·02
" train mile	Dollars.	1.25
" car mile	Cents.	9·49
Ratio of expenses to gross earnings—		Per cent.
Maintenance of way and structures		17·78
Maintenance of equipment		21·76
Conducting transportation		57·56
General expenses		2·72
Expenses per train mile—.		
Maintenance of way and structures	Cents.	22·24
Maintenance of equipment	"	27·22
Conducting transportation	"	71·99
General expenses	"	3·40
Expenses per mile of railway—		
Maintenance of way and structures	Dollars.	1,125.87
Maintenance of equipment	"	1,378.13
Conducting transportation	"	3,645.21
General expenses	"	172.27
Locomotive and car repairs, per locomotive and car—		
Locomotives	Dollars.	2,116.76
Passenger cars	"	714.50
Freight cars	"	53.84

E. & O. E.,
Moncton.N.B.

S. L. SHANNON,
Comptroller.

INTERCOLONIAL RAILWAY OF CANADA.

OFFICE OF THE GENERAL MANAGER.
MONCTON, N.B., July 18, 1908.

M. J. BUTLER, Esq., C.E.,
Deputy Minister and Chief Engineer,
Department Railways and Canals,
Ottawa, Ont.

DEAR MR. BUTLER,—Herewith I send you the following statements in connection with the transactions of the last fiscal year:—

Statement of receipts.
Passenger statement.
Freight statement.
Comparative statement of principal freight carried.
Statement showing quantity of certain articles of freight carried.
Statement of coal shipped.

Yours very truly,
D. POTTINGER,

INTERCOLONIAL RAILWAY.

STATEMENT OF RECEIPTS.

Months.	Passenger Traffic.	Freight Traffic.	Mails and Sundries.	Total.
1907.	$ cts.	$ cts.	$ cts.	$ cts.
April	224,222 06	563,590 41	30,139 87	817,952 34
May	205,325 23	562,847 24	30,923 48	799,095 95
June	233,907 07	488,041 79	32,192 41	754,141 27
July	317,704 49	486,645 12	32,102 76	836,452 37
August	352,970 47	483,105 54	30,732 55	866,808 56
September	298,018 96	480,593 70	28,953 48	807,566 14
October	233,044 36	537,797 77	32,175 00	803,017 13
November	185,318 96	533,707 42	35,114 24	754,140 62
December	185,465 59	509,238 59	34,733 07	729,437 25
1908.				
January	161,459 38	463,971 43	31,452 49	656,883 30
February	142,930 29	433,758 95	29,235 68	606,024 92
March	171,050 12	511,195 49	59,793 34	742,038 95
1907-08	2,711,416 98	6,054,493 45	407,648 37	9,173,558 80
1906-07	2,542,432 38	5,418,106 76	345,446 55	8,305,985 69

J. R. BRUCE,
Traffic Auditor.

S. L. SHANNON.
Comptroller.

INTERCOLONIAL RAILWAY.

Passenger Statement.

Months.	Local.		Through.		Total.	
	Number.	Mileage.	Number.	Mileage.	Number.	Mileage.
1907.						
April	178,198	6,269,803	16,172	6,334,927	194,370	12,604,730
May	191,681	6,798,351	19,350	5,039,195	211,031	11,837,546
June	208,457	8,852,167	14,221	3,241,467	222,678	12,093,634
July	285,632	12,352,592	19,736	4,116,044	305,368	16,468,636
August	316,400	12,180,565	28,904	6,149,681	345,304	18,330,246
September	256,303	11,164,069	23,267	4,880,260	279,570	16,044,329
October	212,867	7,822,862	16,583	3,393,751	229,450	11,216,613
November	191,244	6,065,521	9,993	3,342,032	201,237	9,407,553
December	205,925	7,167,067	13,561	3,680,810	219,486	10,847,877
1908.						
January	183,383	5,879,343	10,320	3,471,539	193,703	9,350,882
February	168,496	4,942,466	10,283	2,890,138	178,779	7,832,604
March	195,300	6,006,463	13,095	3,596,477	208,395	9,602,940
1907-08	2,593,886	95,501,269	195,485	50,136,321	2,789,371	145,637,590
1906-07 (12 mos.)	2,433,492	95,717,499	252,956	49,034,909	2,686,448	144,752,408

J. R. Bruce,
Traffic Auditor.

S. L. SHANNON.
Comptroller.

INTERCOLONIAL RAILWAY.

Freight Statement.

Months.	Local.		Through.		Total.	
	Tons.	Mileage.	Tons.	Mileage.	Tons.	Mileage.
1907.						
April	269,311	60,080,679	84,321	41,244,321	353,632	101,325,000
May	317,545	66,153,857	80,531	36,914,896	398,076	103,068,753
June	270,375	44,956,297	67,485	34,353,961	337,860	79,310,258
July	259,755	40,580,236	75,545	33,710,369	335,300	74,290,605
August	250,712	41,324,156	76,854	31,258,173	327,566	72,582,329
September	227,439	40,157,183	83,017	34,683,029	310,456	74,840,212
October	225,022	44,909,731	87,198	41,732,748	342,220	86,642,479
November	259,480	46,029,985	83,540	39,790,003	343,020	85,819,988
December	274,812	50,531,246	84,092	42,714,404	358,904	93,245,650
1908.						
January	267,068	63,158,334	59,131	26,409,790	326,199	89,568,124
February	279,613	64,866,503	49,210	24,497,989	328,823	89,364,492
March	296,303	60,428,184	75,705	34,802,287	372,008	95,230,471
1907-08	3,227,435	623,176,391	906,629	422,111,970	4,134,064	1,045,288,361
1906-07 (12 mos.)	2,663,101	504,707,165	811,188	412,163,612	3,474,289	916,870,777

J. R. Bruce,
Traffic Auditor.

S. L. SHANNON.
Comptroller.

INTERCOLONIAL RAILWAY.

Comparative Statement of Principal Freight Carried over the I.C.R.

Description.	Year ended March 31, 1907 (12 mos.)	Year ended March 31, 1908.
Products of Agriculture.	Tons.	Tons.
Grain	64,064	100,379
Flour	156,613	152,862
Potatoes	25,467	37,608
Hay	45,275	38,018
Apples, fruit and vegetables	12,888	20,408
Other mill products	39,145	37,048
Cotton	*	4,220
Products of Animals.		
Hogs and horses	6,680	7,942
Sheep and cattle	13,214	9,189
Lambs	*	1,845
Dressed meats	8,437	14,148
Poultry and game	*	1,661
Fish, fresh and salted	24,538	32,740
Oysters	1,370	1,471
Wool	*	462
Hides and leather	13,623	5,482
Products of Mines.		
Coal and coke	782,447	1,145,097
Ore	68,616	60,704
Sand, stone, &c	148,950	157,152
Slate and granite	*	655
Salt	*	5,317
Phosphate	*	2,355
Products of Forest.		
Lumber	481,933	500,990
Bark	15,834	20,034
Cordwood	83,503	67,823
Pulpwood	232,653	286,242
Woodpulp	*	17,243
Shingles	75,104	92,281
Other forest products	105,560	167,310
Manufactures.		
Petroleum and oils	*	22,205
Sugar	57,636	46,821
Iron and steel rails	†398,567	467,887 — 155,258
Iron, pig and bloom		104,689
Wire rods		53,616
Steel billets		85,469
Other castings and machinery		62,209
Bar and steel metals		6,646
Brick, lime and cement	74,692	97,061
Agricultural implements	*	3,825
Furniture	*	4,200
Immigrant's effects	*	232
Miscellaneous	537,480	503,147
Grand total	3,474,289	4,134,064

* Not specified in 1906-07. † Not specified in detail in 1906-07.

S. L. SHANNON,
Comptroller.

INTERCOLONIAL RAILWAY.

STATEMENT Showing Quantity of the Undermentioned Articles Carried over the I.C.R. during Fiscal Year ended March 31, 1908.

Articles.	Via St. John.	Via Ste. Rosalie.	Via Montreal.	For Local Stations.	Totals.
	Tons.	Tons.	Tons.	Tons.	Tons.
Raw sugar, west bound	Nil.	Nil.	912	4,371	5,283
Refined sugar, west bound	723	5,280	10,555	21,073	37,631
European freight, west bound	16	1,686	8,536	42,363	52,601
" east "	503	754	8,016	*92,178	101,451
Grain for shipment, east bound	Nil.	Nil.	Nil.	Nil.	Nil.
Fresh fish	1,353	199	3,288	6,224	11,064
Salt fish	1,976	661	2,856	7,034	12,527
Coal	4,245	22	173	1,061,694	1,066,134

* Includes 69,020 tons deals.

J. R. BRUCE,
Traffic Auditor.

S. L. SHANNON.
Comptroller.

INTERCOLONIAL RAILWAY.

STATEMENT of Coal Shipped over the I.C.R. during Fiscal Year ended March 31, 1908.

From	FOR THE WEST.			For Local Stations.	Total.
	Via St. John.	Via Ste. Rosalie.	Via Montreal.		
	Tons.	Tons.	Tons.	Tons.	Tons.
Stellarton	33	22	47	429,854	429,956
Westville	.....	.....	.....	36,036	36,036
New Glasgow	4,212	.....	.....	118,543	122,755
Point Tupper	.....	.....	.....	81,359	81,359
North Sydney	.....	.....	103	90,074	90,177
Sydney	.....	.....	.....	9,895	9,895
Debert	.....	.....	.....	2,014	2,014
Springhill Junction	.....	.....	23	125,713	125,736
Maccan	.....	.....	.....	130,735	130,725
Norton	.....	.....	.....	33,853	33,853
Coal Branch	.....	.....	.....	163	163
Harcourt	.....	.....	.....	3,465	3,465
	4,245	22	173	1,061,694	1,066,134

J. R. BRUCE,
Traffic Auditor.

S. L. SHANNON.
Comptroller.

WINDSOR BRANCH RAILWAY.

OFFICE OF THE GENERAL MANAGER OF GOVERNMENT RAILWAYS.
MONCTON, N.B., June 20, 1908.

SIR,—I have the honour to submit the following statements showing the results of the working of the Windsor Branch Railway for the year ended March 31, 1908:—

No. 1. Revenue account.
No. 2. Maintenance of way and structures.
No. 3. General balance.
No. 4. Statement of earnings.

I also send you the report of the engineer of maintenance on the condition of the permanent way and works.

This line, 32 miles in length, was operated during the year by the Dominion Atlantic Railway Company on the same terms as last year, the company being allowed to retain two-thirds of the gross earnings, the balance, one-third, being paid over to the government, the latter maintaining the line.

The gross earnings for the year show an increase of $1,300.02 over the corresponding twelve months, April 1, 1906, to March 31, 1907, as follows:—

Earnings 1907-8	$56,430 41
Earnings 1906-7	55,130 39
Increase	$ 1,300 02

The increase was in freight traffic and in mails and sundries. There was a slight decrease in passenger traffic.

The net earnings for the year were $18,518.30.

At Windsor the old station was converted into a baggage room and store room; the station platform was extended and a siding put in as described in the report on capital expenditure by the chief engineer of the Intercolonial Railway.

The engineer of maintenance reports that this line has been kept in its usual condition, being equally as good as heretofore.

I have the honour to be, sir,
Your obedient servant,

D. POTTINGER,
General Manager, Government Railways.

M. J. BUTLER, Esq., C.E.,
Deputy Minister and Chief Engineer,
Department Railways and Canals,
Ottawa, Ont.

No. 1.—WINDSOR BRANCH RAILWAY.

Revenue Account, Year ended March 31, 1908.

Expenditure.	$ cts.	Earnings.	$ cts.
Maintenance of way and structures	37,912 11	Passenger earnings	14,409 87
Balance	18,518 30	Freight earnings	40,865 03
		Mail earnings	1,155 51
	56,430 41		56,430 41

E. & O. E.,
Moncton, *N.B.*

S. L. SHANNON.
Comptroller.

No. 2.—WINDSOR BRANCH RAILWAY.

Maintenance of Way and Structures, Year ended March 31, 1908.

	cts.
Repairs of roadway	17,965 71
Renewals of rails	7,044 64
Renewals of ties	7,050 70
Repairs and renewals of bridges and culverts	1,465 84
Repairs and renewals of fences, road crossings, signs and cattle guards	1,126 38
Repairs and renewals of buildings and fixtures	2,515 87
Repairs and renewals of docks and wharfs	551 28
Stationery and printing	15 02
Other expenses	176 67
	37,912 11

E. & O. E.,
Moncton, N.B.,

S. L. SHANNON.
Comptroller.

No. 3.—WINDSOR BRANCH RAILWAY.

General Balance, Year ended March 31, 1908.

Dr.	$ cts.	Cr.	$ cts.
To Stores department	49,240 41	By Dominion Account	49,375 74
Dominion Atlantic Railway	135 33		
	49,375 74		49,375 74

E. & O. E.,
Moncton, N.B.

S. L. SHANNON,
Comptroller.

No. 4.—WINDSOR BRANCH RAILWAY.

Monthly Statement of Receipts—One-third Earnings.

Month.	Passenger Earnings.	Freight Earnings.	Mail Earnings.	Totals.
	$ cts.	$ cts.	$ cts.	$ cts.
April 1907	749 04	3,104 82	95 68	3,949 54
May "	783 69	2,482 13	95 68	3,361 50
June "	1,325 91	1,876 60	95 68	3,298 19
July "	1,486 85	2,979 11	96 90	4,562 86
August "	2,281 36	2,316 86	96 90	4,695 12
September "	2,610 99	4,098 17	96 91	6,806 07
October "	1,475 54	5,627 92	96 91	7,200 37
November "	762 97	5,006 19	96 91	5,866 07
December "	1,037 79	3,285 04	96 90	4,419 73
January 1908	531 64	3,717 31	95 68	4,344 63
February "	626 95	3,211 28	95 68	3,933 91
March "	737 14	3,159 60	95 68	3,992 42
	14,409 87	40,865 03	1,155 51	56,430 41

E. & O. E.,

S. L. SHANNON,
Comptroller.

INTERCOLONIAL RAILWAY.

Office of the Engineer of Maintenance.
Moncton, N.B., May 30, 1908.

Sir,—I have the honour to submit herewith the report of the Maintenance of the Windsor Branch for the year ending March 31, 1908.

TRACK.

During the year 74,831 feet of 4-inch and 4¼-inch rails were taken out of the track and the same quantity of 4½-inch rails relaid.

TIES.

19,507 ordinary ties and 16 sets of switchties were renewed during the year.

SWITCHES AND SEMAPHORES.

During the year necessary repairs were made to all switches and semaphores. One new switch was installed during the year.

FENCING.

Necessary repairs were made to existing fences.

SIDINGS.

During the year 1,484 feet of additional siding accommodation has been provided.

WHARFS AND TRESTLES.

Windsor, wharf.

BRIDGES AND CULVERTS.

Repairs.

Ste. Croix, bridge.
Windsor, Cow bridge.
Windsor, culverts.
Between Windsor and Newport, culverts.

BUILDINGS AND PLATFORMS.

Repairs.

Mount Uniacke, station.
Windsor, platform.
Windsor, customs room for bonded goods.
Ellershouse, station platform.
Hartville, platform.

GENERAL.

Necessary repairs were made to cattle-guards, road crossings and gates throughout the line where required.

Glazing was done and glass put in where required.

Outhouses and approaches to public road crossings were whitewashed where required.

Semaphores, signals and switches were painted when required.

Necessary repairs were made to trollies, hand cars and wheel-barrows throughout the line.

I find that the Windsor Branch has been kept in its usual condition, being equally as good as heretofore.

I have the honour to be, sir,
your obedient servant,

T. C. BURPEE,
Engineer of Maintenance of Way and Works.

D. POTTINGER, Esq.,
General Manager, Government Railways,
Moncton, N.B.

PRINCE EDWARD ISLAND RAILWAY.

OFFICE OF THE GENERAL MANAGER OF GOVERNMENT RAILWAYS.
MONCTON, N. B., June 30, 1908.

SIR,—I have the honour to submit the following report on the working of the Prince Edward Island Railway for the fiscal year ended March 31, 1908.

I inclose the report of the superintendent, including statements of the various accounts, also the report of the chief engineer on the works charged to capital account.

The mileage of the railway was the same as last year, 267:5 miles.

The expenditure on capital account during the year was $390.461.83.

This makes the total cost of the railway on March 31, 1908, $7,697,761.04. Of this expenditure during the year $229,875.71 was on account of increased accommodation at Charlottetown. The details of this work as well as explanations in regard to a number of other expenditures on capital account will be found in the reports of the superintendent and of the chief engineer.

The rolling stock was increased by the purchase of four heavy locomotives from the Canadian Locomotive Company, Kingston, Ont., which were received in December last, and by the construction in the railway workshops at Charlottetown of twenty-three box freight cars, all of which were charged to capital.

The working expenses for the year were	$ 399,947 79
The gross earnings were	304,579 83
Difference	$ 95,367 96

The gross earnings for the year show an increase of $21,317.60 over the corresponding twelve months, April 1, 1906, to March 31, 1907, the increase being in both passenger and freight traffic and also in mails and sundries.

There was an increase of $40,358.87 in the working expenses compared with the corresponding twelve months, April 1, 1906, to March 31, 1907.

The necessary work was done to maintain the permanent ways and works and the rolling stock, and they are in a state of efficiency.

I have the honour to be sir,
your obedient servant,

D. POTTINGER,
General Manager Government Railways.

M. J. Butler, Esq., C.E.,
Deputy Minister and Chief Engineer,
Department of Railways and Canals,
Ottawa, Ont.

PRINCE EDWARD ISLAND RAILWAY.

Superintendent's Office.

Charlottetown, P.E.I., May 11, 1908.

Sir,—I have the honour to submit the following report of the working of the Prince Edward Island Railway for the fiscal year ended March 31, 1908.

I also enclose the report of the mechanical superintendent, and the following statements prepared by the accountant and auditor and the mechanical accountant and storekeeper:—

No. 1. Capital account.
2. Revenue account.
3. Maintenance of way and structures.
4. Maintenance of equipment.
5. Conducting transportation.
6. General expenses.
7. General stores account.
8. General balance.
9. Statement of averages.
Statement of receipts.
Passenger statement.
Freight statement.
Descriptive statement of freight transported.

A. Statement showing the number of locomotives and the various classes of cars.

B. Statement showing the mileage made and the coal, oil and waste consumed by locomotives.

The mileage of the railway in operation on March 31, 1908, was 267·5 miles.

Capital Account.

The total expenditure to March 31, 1907 was			$7,307,299 21
The additions during the year were as follows:—			
Increased accommodation at Charlottetown	$229,875 71		
Improvements, Summerside	250 00		
Murray Harbour Branch	8,002 57		
Agent's dwelling, Bear River	1,525 79		
Extension to wharf at Souris	51,159 05		
New machinery	35,456 50		
Rolling stock	73,281 21		
	$399,550 83		
Less—Cheques paid in Ottawa:—			
Cardigan & Montague Branch	$6,049 00		
Vernon River Branch	2,540 00		
Extension of rails along the water front, Charlottetown	500 00		
	9,089 00		
		390,461 83	
		$7,697,761 04	

Increased accommodation at Charlottetown—

A car shop and an erecting shop and a freight shed with offices have been built at Charlottetown.

Improvements, Summerside—

This was to pay Mr. Geo. Bishop for closing up a right of way across the railway track to his property.

Murray Harbour Branch—

This was to settle land damages and legal expenses.

Agent's dwelling, Bear River—

A plot of land was purchased and a dwelling erected thereon for the agent.

Extension to wharf at Souris—

This work is still in hand, and will probably be completed the current year.

New machinery—

A quantity of modern machinery has been purchased to equip the new shops with.

Rolling stock—

Four locomotives were purchased from the Kingston Locomotive Works and 23 box freight cars were built by the railway works at Charlottetown.

REVENUE ACCOUNT.

The increase in earnings is fairly satisfactory, considering that this year we were at a disadvantage, as in the previous year navigation closed early and opened later, and a larger traffic than customary was handled at Georgetown.

The crops for the year 1907 were probably the largest in the history of the province, and the prices obtained were above the average.

The fisheries were very productive and good prices prevailed.

The gross earnings and working expenses for the year compare as follows:—

Gross earnings	$ 304,579 83
Working expenses	399,947 79
Difference	$ 95,367 96

The gross earnings compare with the previous year as follows:—

In 1906-7	$ 283,262 23
1907-8	304,579 83
Increase	$ 21,317 60

The earnings from passenger traffic compare as follows:—

In 1906-7	$ 123,128 20
1907-8	132,382 76
Increase	$ 9,254 56

The earnings from freight traffic compare as follows:—

In 1906-7	$ 136,779 09
1907-8	146,280 99
Increase	$ 9,501 90

The earnings from mails and sundries compare as follows:—

In 1906-7	$ 23,354 94
1907-8	25,916 08
Increase	2,561 14

The number of passengers carried compare as follows:—

In 1906-7	300,771
1907-8	317,828
Increase	17,057

The weight of freight carried compare as follows:—

	Tons.
In 1906-7	90,660
1907-8	97,250
Increase	6,590

WORKING EXPENSES.

The working expenses for the year have been very heavy. Three new first-class passenger cars were built to replace the same number of old cars condemned. This was rendered necessary in consequence of the steady increase in passenger traffic. A new station was erected at Tracadie to take the place of the one burned. A new freight shed was erected at Summerside to replace a wooden building burned. Additions were made to the coal sheds at Tignish and Souris. A dwelling was erected at Kensington for the agent. Increases in wages and salaries were given the men of the mechanical

and road departments and some others, and a contribution to the provident fund. In all upwards of $44,000 was used for extraordinary purposes.

The working expenses compare with the previous year as follows:—

In 1906-7	$ 359,588 92
1907-8	399,947 79
Increase	$ 40,358 87

The averages compare with the previous year as follows:—

Per mile run by locomotives.

In 1906-7	82·30
1907-8	90·49

Per mile run by trains.

In 1906-7	112·23
1907-8	120·75

Expenditure per mile of railway.

In 1906-7	$ 1,060 48
1907-8	1,497 92

TRACK.

Twenty-eight thousand eight hundred and seventy-two railway track ties, twenty-six sets switch ties and twenty-seven switch head-blocks with frames were renewed.

One thousand cull ties were used in yards and sidings.

Seven hundred and twenty feet of 56-lb. steel rails were laid on back of wye at Mt. Stewart and 300 feet of 56-lb. steel rails laid in yard to replace old iron rails. Six hundred and sixty feet of 80-lb. steel rails were laid on main line near Charlottetown, and a new steel frog and a set of switch gear put in. One mile of 56-lb. steel rails were laid on main line between Charlottetown and Royalty Junction to replace 50-lb. steel rails.

Twenty hand cars received general repairs.

SIDINGS.

At Conway the siding was extended 52 feet.

At Summerside the scale siding was extended 132 feet and 180 feet 56-lb. steel rails were laid in yard to replace iron rails.

At Emerald the engine house siding was extended 90 feet.

At Hunter River 74 feet of 56 lb. steel rails were laid on siding to replace iron rails.

At Royalty Junction the eastern division of the main line was extended 441 feet with 56-lb. steel rails so as to allow trains to run alongside of each other in order to transfer freight and baggage quickly.

At McNeill's mill siding was shifted and ballasted.

At Souris 300 feet of new siding, a new frog and a set of switch gear were put in at back of coal shed to unload coal more conveniently.

At Harmony siding was extended 643 feet and made a through siding.

At Marie the siding was extended 150 feet.

At Douglas a new siding, 270 feet, was put in.

At Vernon the siding was extended 50 feet.

At Uigg the siding was extended 160 feet and made a through siding.

At Hopefield the siding was extended 136 feet.

FENCING.

There were 28,987 feet of Page wire fence erected on cedar posts; 4,150 feet permanent snow fence built; 1,275 feet snow fence rebuilt, and 162 panels of portable snow fence, 8 and 10 feet long, built and placed where most needed. During the fall and winter a large quantity of temporary snow fence was erected with brush and other material.

All fences requiring repairs received attention.

BALLASTING.

Four hundred and fifty-one cars of ballast were distributed on main line.

Two hundred and sixty-nine cars of ballast were distributed in places where most needed.

BRIDGES.

At West Devon, St. Peter's, Midgell and Pine Brook bridges received new coverings of hard pine ties and coverings were painted.

At Mt. Stewart, Peakes and Perth bridges received hard pine ties.

All other bridges were examined and repairs made where necessary.

CULVERTS.

At Tignish a new cast iron pipe culvert, 36 feet long, 18 inches in diameter, was put in to replace a wooden one.

At Deblois and Bloomfield new wooden culverts were built.

At Mt. Stewart a new cast-iron pipe culvert was put in to replace a wooden one.

At Pisquid two cast-iron pipe culverts were put in to replace wooden culverts.

At Peakes a concrete culvert pipe, 18 inches in diameter, 32½ feet long, was put in to replace a blind drain.

Thirty-six wooden culverts were rebuilt and a number repaired with new timber.

Fifty-six cattle-guards were renewed with hemlock ties, hard pine, stringers, hemlock mud sills, hemlock timber and wall plates.

A new farm crossing was put in near St. Charles.

Seven cattle-guards were rebuilt.

WHARFS AND BREASTWORKS.

At Summerside 35 feet of wharf was rebuilt with hemlock piles, hemlock timber and plank. In repairing portion of wharf damaged by steamer *Empress,* the following material was used: 13 creosoted piles, 27 hemlock piles, 16 tons timber, 4,628 superficial feet of hemlock deals, 324 feet hard pine and 958 lbs. iron for drift bolts. Repairs were made to breastwork at Mill siding.

At Alberton repairs were made to wharf.

At Charlottetown breastwork was repaired.

At St. Peters a portion of the breastwork, 78 feet long, was repaired, for which purpose 6 cars brush, 37 cart loads of brush and a large number of old ties were used.

At Marie 220 feet of concrete sea wall was built.

BUILDINGS AND PLATFORMS.

Tignish.—The engine-house was repaired. Storm doors were placed on agent's dwelling. An addition to coal shed, consisting of 100 feet, and a new coal shed for agent were built. A new station platform, 40 feet, was made. Windows in agent's dwelling and engine-house were repaired and glazed.

Alberton.—Repairs were made to agent's dwelling and freight house. Warehouse on wharf received a new roof.

Piusville.—A new loading platform was built and station doors repaired.

St. Louis.—A new loading platform was built.

Elmsdale.—A new loading platform was built.

Bloomfield.—Cattle pen was repaired.

Duvar.—The station platform was renewed.

Coleman.—A new ticket office was placed in station and station windows repaired and glazed

McNeill's Mill.—Repairs were made to station.

Port Hill.—Repairs were made to station and platform. Agent's dwelling was papered.

Northam.—A new loading platform was built.

Richmond.—A new loading platform was built.

Summerside.—Telegraph office was sheathed and painted and a new floor put in it. A new door and circle ticket window were placed in ticket office. The office in new freight shed was sheathed and painted and new desks made and placed in it. A new door was placed on engine-house. Agent's dwelling was paintetd inside and outside. Station was repaired. Coal shed was repaired and new coal trucks built.

Kensington.—A new station platform was built and a new station lamp put up.

Freetown.—Repairs were made to station platform.

Emerald.—Engine-house and station platform were repaired. A new flue was built in agent's dwelling

Cape Traverse.—Station was shingled and painted inside. Office and dwelling were sheathed and dwelling painted. A new door was put on waiting-room.

Breadalbane.—A new concrete platform was put down and a new section tool house built.

Hunter River.—Agent's dwelling was papered and painted inside and outside.

North Wiltshire.—Waiting-room and office were sheathed and painted and new floors put in them.

Royalty Junction.—Station was raised and moved 15 feet and received new sills and foundations. Waiting-room and office were sheathed and received new floors. A new floor was put in freight house and a new concrete platform put down at west end of station. Waiting-room and office were painted.

Souris.—An addition to coal shed, 50 feet by 21 feet, and a coal hoist were built. Engine-house was repaired. Waiting-rooms and office of station were painted.

Bear River.—A well was sunk for agent.

St. Peter's.—A new coal shed, 14 x 40 feet, was built and repairs made to station platform. Agent's dwelling was painted inside and outside.

Morell.—A new floor was put in waiting room and 3 pairs of new sashes placed in dwelling. Roof of agent's kitchen received a new covering.

Ashton.—A concrete reservoir was put in tank.

Dundee.—The station platform was renewed.

Douglas.—The station platform was renewed.

Mt. Stewart.—Waiting-rooms and office were painted. A new roof was placed on coal shed, also one on section tool-house. Repairs were made to agent's dwelling, station and platform.

Tracadie.—A new caretaker's station, 20 x 40 feet, was built, also a new platform. Station was painted.

Bedford.—New section tool-house, 12 x 20 feet, was built to replace the former one which was destroyed by fire.

Cardigan.—A new section tol-house, 14 x 22 feet, was built, also a new pantry and pump-house for agent. A new door was placed on the freight house and necessary repairs made to station and platform.

Montague.—A Haggis tank was supplied.

Georgetown.—A coal hoist for coaling engines was built and repairs made to engine-house.

Village Green.—The station platform was extended 62 feet.

Mt. Herbert.—Repairs were made to station door.

Vernon.—A new loading platform was built.

Murray Harbour.—Sixty-six feet of new loading platform was built. All other buildings were repaired where necessary.

STORES.

The value of stores purchased was	$ 154,304 36
The value of stores used was	135,497 30
The value of material sold was	4,042 16

The value of stores on hand at the end of the year was:—

Miscellaneous	$ 57,305 80
Fuel	14,615 91
Roadway and bridge material	9,644 50
	$ 81,566 21

GENERAL.

The rolling stock, road-bed and buildings have all received generous attention and are in a state of efficiency.

I enclose a return of casualties which occurred during the year.

I have the honour to be, sir,
your obedient servant,

G. A. SHARPE,
Superintendent.

D. Pottinger, Esq., I.S.O.,
General Manager Canada Government Railways,
Moncton, N.B.

No. 1.—PRINCE EDWARD ISLAND RAILWAY.

Capital Account—Twelve Months ended March 31, 1908.

1907.	Dr.		$ cts.	1907.	Cr.	$ cts.
March 31..	To cost of P.E.I. Railway to date		7,307,299 21	March 31..	By Dominion of Canada	7,307,299 21
1908.				1908.		
March 31..	To increase accommodation, Charlottetown	229,875 71		March 31 .	By Dominion of Canada	390,461 83
	Improvements at Summerside	250 00				
	Murray Harbour Branch	8,002 57				
	Agent's dwelling, Bear River	1,525 79				
	Extension to wharf at Souris	51,159 05				
	New Machinery	35,456 50				
	Rolling stock	73,281 21				
		$ 399,550 83				
	Less					
	Cheques paid in at Ottawa –					
	Cardigan and Montague Br.. $ 6,049 00					
	Vernon River Branch	2,540 00				
	Extension of rails along the Water Front Charlottetown	500 00				
		9,089 00				
			390,461 83			
			7,697,761 04			7,697,761 04

E. & O. E.,

Charlottetown, P.E.I.

W. T. HUGGAN,
Accountant and Auditor.

SESSIONAL PAPER No. 20

No. 2.—PRINCE EDWARD ISLAND RAILWAY.

Revenue Account—Twelve Months ended March 31, 1908.

Expenditure.	$ cts.	Earnings.	$ cts.
Maintenance of way and structures	118,142 53	Passenger earnings	146,280 99
Maintenance of equipment	72,309 47	Freight earnings	132,382 76
Conducting transportation	195,082 03	Mails and express earnings	25,916 08
General expenses	14,413 76		
	399,947 79		304,579 83
		Balance	95,367 96
	399,947 79		399,947 79

E. & O. E.,
Charlottetown, P.E.I.

W. T. HUGGAN,
Accountant and Auditor.

No. 3.—PRINCE EDWARD ISLAND RAILWAY.

Maintenance of Way and Structures—Twelve Months ended March 31, 1908.

	$ cts.
No. 1. Repairs to roadway	77,525 00
2. Renewals of rails	1,341 19
3. " ties	9,375 45
4. Repairs and renewals of bridges and culverts	1,057 41
5. " fences, road crossings, signs and cattle-guards	6,373 90
6. " buildings and fixtures	20,430 87
7. " docks and wharfs	1,927 12
9. Stationery and printing	211 01
Total	118,241 95
Less—	
8. Repairs and renewals of telegraph	99 42
	118,142 53

E. & O. E.,
Charlottetown, P.E.I.

W. T. HUGGAN,
Accountant and Auditor.

No. 4.—PRINCE EDWARD ISLAND RAILWAY.

Maintenance of Equipment—Twelve Months ended March 31, 1908.

	$ cts.
No. 11. Superintendence	6,065 06
12. Repairs and renewals of locomotives	23,602 63
13. " passenger cars	23,237 58
14. " freight cars	8,507 90
15. " work cars	1,899 38
17. " shop machinery and tools	5,018 36
18. Stationery and printing	295 13
19. Other expenses	3,683 43
	72,309 47

E. & O. E.,
Charlottetown, P.E.I.

W. T. HUGGAN,
Accountant and Auditor.

No. 5.—PRINCE EDWARD ISLAND RAILWAY.

Conducting Transportation—Twelve Months ended March 31, 1908.

			$ cts.
No. 20.	Superintendence		8,122 46
21.	Engine and roundhouse men		35,993 72
22.	Fuel for locomotives		46,962 38
23.	Water supply for locomotives		2,533 29
24.	Oil tallow and waste for locomotives		2,472 24
25.	Other supplies for locomotives		632 56
26.	Train service		31,582 23
27.	Train supplies and expenses		6,537 07
28.	Switchmen, flagmen and watchmen		5,677 49
29.	Telegraph expenses		6,796 17
30.	Station service		43,078 47
31.	Station supplies		5,919 20
35.	Loss and damage		881 24
37.	Clearing wrecks		188 86
38.	Elevation and long shore labour		199 00
39.	Advertising		624 73
45.	Stationery and printing		5,701 29
46.	Other expenses		36 25
	Total		203,938 65
	Less:—		
34.	Hire of equipment	$8,165 12	
44.	Rents of buildings and other property	69 50	
			8,856 62
			195,082 03

E. & O. E.,
Charlottetown, P.E.I.

W. T. HUGGAN,
Accountant and Auditor.

No. 6.—PRINCE EDWARD ISLAND RAILWAY.

General Expenses—Twelve Months ended March 31, 1908.

		$ cts.
No 47.	Salaries of general officers	1,560 00
48.	Salaries of clerks and attendants	5,349 28
49.	General office expenses and supplies	1,020 46
50.	Insurance	4,438 43
51.	Law expenses	249 15
52.	Stationery and printing, general offices	547 68
53.	Other expenses	1,248 76
		14,413 76

E. & O. E.,
Charlottetown, P.E.I.

W. T. HUGGAN,
Accountant and Auditor.

SESSIONAL PAPER No. 20

No. 7.—PRINCE EDWARD ISLAND RAILWAY.

General Stores Account—Twelve Months ended March 31, 1908.

1907.	Dr.	$ cts.	$ cts.	$ cts.
March 31...	To balance brought forward			66,801 31
1908.				
March 31...	To Purchases during the year		144,064 33	
	Charges from other departments		6,529 13	
	Pay rolls		3,710 90	
				154,304 36
				221,105 67
	Cr.			
March 31...	By Issues during the year			139,539 46
	Balance { Ordinary stores, including stationery	57,305 80		
	Balance { Fuel	14,615 91		81,566 21
	Balance { Roadway and bridge material	9,644 50		

E. & O. E.,
Charlottetown, P.E.I.

W. T. HUGGAN,
Accountant and Auditor.

No. 8.—PRINCE EDWARD ISLAND RAILWAY.

General Balance—Twelve Months ended March 31, 1908.

Dr.	$ cts.	Cr.	$ cts.
General stores	81,566 21	Dominion account	101,203 31
Post Office Department	12,411 82	Rhodes, Curry & Company	1,433 20
Cash	2,464 16	Unclaimed wages	563 51
Station agents	2,442 03	Stores expenses	50 31
Accident Insurance	2,225 69	Suspense account	30 15
Railway extension, Charlottetown	812 83	New York, New Haven & Hartford Ry.	6 41
Department of Militia and Defence	603 80	Dominion Atlantic Ry	2 90
Intercolonial Ry	444 33		
Canadian Express Company	133 68		
Anglo-American Telegraph Company	46 43		
Sidney Grey	45 87		
Judge Weatherbie	30 00		
John McKinnon	12 75		
Bursar, St. Dunstan's College	10 80		
Rents	7 00		
Canadian Northern Ry	5 40		
Chicago & North-Western Ry	3 06		
Charlottetown Steam Navigation Co	1 37		
Eastern Steamship Company	5 35		
Lake Shore & Michigan Southern Ry.	0 15		
Northern Pacific Ry	1 00		
Pennsylvania Ry	1 60		
Southern Pacific Ry	0 53		
Wabash Ry	13 93		
	103,289 79		103,289 79

E. & O. E.,
Charlottetown, P.E.I.

W. T. HUGGAN,
Accountant and Auditor.

No. 9.—PRINCE EDWARD ISLAND RAILWAY.

Statement of Averages for Twelve Months ending March 31, 1908.

Mileage of railway		267
Engine mileage		441,975
Total train mileage		331,232
Total car mileage		2,073,207
Ratio of earnings to gross earnings—		
Passenger		48.03
Freight		43.06
Mails and express		8.51
Gross earnings per mile of railway	Dollars	1,140.75
" engine mile	Cents	68.91
" train mile	Dollars	91.95
" car mile	Cents	14,69
Ratio of expenses to gross earnings—		Per cent.
Maintenance of way and structures		38.79
Maintenance of equipment		23.74
Conducting transportation		64.05
General expenses		4.73

Details of Expenses per Train Mileages.

Maintenance of way and structures—			
No. 1.	Repairs of roadway	Cents.	23.40
2.	Renewals of rails	"	0.41
3.	" ties	"	2.83
4.	Repairs and renewals of bridges and culverts	"	0.32
5.	" fences, road crossings, &c	"	1.92
6.	" buildings and fixtures	"	6.17
7.	" docks and wharfs	"	0.58
8.	" telegraph (credit)	"	0.03
9.	Stationery and printing	"	0.07
Maintenance of equipment—			
No. 11.	Re superintendence	Cents.	1.83
12.	Repairs and renewals of locomotives	"	7.13
13.	" passenger cars	"	7.02
14.	" freight cars	"	2.57
15.	" work cars	"	0.57
17.	" shop, machinery and tools	"	1.51
18.	Stationery and printing	"	0.09
19.	Other expenses	"	1.11
Conducting transportation—			
No. 20.	Superintendence	Cents.	2.45
21.	Engine and roundhouse men	"	10.87
22.	Fuel for locomotives	"	14.18
23.	Water supply for locomotives	"	0.76
24.	Oil, tallow and waste for locomotives	"	0.75
25.	Other supplies for locomotives	"	0.19
26.	Train service	"	9.53
27.	Train supplies and expenses	"	1.97
28	Switchmen, flagmen and watchmen	"	1.71
29.	Telegraph expenses	"	2.05
30.	Station service	"	13.01
31.	Station supplies	"	1.79
34.	Hire of equipment (credit)	"	2.46
35.	Loss and damage	"	0.27
37.	Clearing wrecks	"	0.06
38.	Operating marine equipment	"	0.06
39.	Advertising	"	0.19
44.	Rents of buildings and other properties (credit)	"	0.21
45.	Stationery and printing	"	1.72
46.	Other expenses	"	0.01
General expenses—			
No. 47.	Salaries of general officers	Cents.	0.47
48.	Salaries of clerks and attendants	"	1.61
49.	General office expenses and supplies	"	0.31
50.	Insurance	"	1.34
51.	Law expenses	"	0.07
52.	Stationery and printing (general offices)	"	0.17
53.	Other expenses	"	0.38
Expenses per mile of railway—			
Maintenance of way and structures		Dollars	442.48
Maintenance of equipment		"	270.82
Conducting transportation		"	730.64
General expenses		"	53.98
Expenses per train mile—			
Maintenance of way and structures		Cents.	35.67
Maintenance of equipment		"	21 83
Conducting transportation		"	58,90
General expenses		"	4.35
			120.75

E. & O. E.,
Charlottetown, P.E.I.

W. T. HUGGAN,
Accountant and Auditor.

SESSIONAL PAPER No. 20

PRINCE EDWARD ISLAND RAILWAY.

DESCRIPTIVE Statement of Freight Transported, Twelve Months ended March 31, 1908.

Products of	Commodity	Tons.
Agriculture	Grain	19,699
	Flour	3,978
	Other mill products	740
	Hay	1,689
	Tobacco	100
	Cotton	18
	Fruit and vegetables	2,268
Animals	Live stock	2,387
	Dressed meats	2,077
	Other packing house products	653
	Poultry, game and fish	3,373
	Wool	21
	Hides and leather	337
Mines	Anthracite coal	43
	Bituminous coal	4,846
	Ores	205
	Stone, sand, and other like articles	2,171
Forest	Lumber	12,915
Manufactures	Petroleum and other oils	721
	Sugar	863
	Naval stores	47
	Iron, pig and bloom	54
	Iron and steel rails	50
	Other castings and machinery	440
	Bar and sheet metal	216
	Cement	1,198
	Agricultural implements	455
	Wagons, carriages, tools, &c	127
	Wines liquors and beers	341
	Household goods and furniture	356
Miscellaneous	Other commodities not mentioned above	34,862
	Total weight	97,250

E. & O. E.,
CHARLOTTETOWN, P.E.I.

W. T. HUGGAN,
Accountant and Auditor.

PRINCE EDWARD ISLAND RAILWAY.

STATEMENT OF RECEIPTS.

Months.	Passenger Traffic.	Freight Traffic.	Mails and Sundries.	Total.
1907.	$ cts.	$ cts.	$ cts.	$ cts.
April	8,611 45	11,836 78	2,781 21	23,229 44
May	8,597 47	15,259 10	1,858 92	25,715 49
June	9,222 11	12,980 78	1,753 97	23,956 86
July	18,823 81	12,940 81	1,865 69	33,630 31
August	17,803 16	11,374 47	1,816 18	30,993 81
September	14,326 81	10,258 32	1,816 18	26,401 31
October	12,791 44	13,106 92	1,761 24	27,659 60
November	9,947 47	18,789 66	1,904 49	30,641 62
December	9,925 21	11,122 31	1,828 97	22,876 49
1908—				
January	7,513 36	6,883 27	1,868 60	16,265 23
February	6,552 06	10,228 78	3,722 47	20,503 31
March	8,268 41	11,499 79	2,938 16	22,706 36
1907–08	132,382 76	146,280 99	25,916 08	304,579 83
1906–07	123,128 20	136,779 09	23,354 94	283,262 23

E. & O. E.,
CHARLOTTETOWN, P.E.I.

W. T. HUGGAN,
Accountant and Auditor.

PRINCE EDWARD ISLAND RAILWAY.

Freight Statement.

Months.	1907–08.		1906–07.	
	Tons.	Mileage.	Tons.	Mileage.
April	7,164	269,586	4,268	145,278
May	9,662	346,100	9,936	336,695
June	8,377	304,074	9,313	316,542
July	8,509	374,883	6,759	251,073
August	7,381	273,912	6,190	206,282
September	6,551	150,754	6,494	223,013
October	8,779	286,129	12,712	424,226
November	13,351	447,621	10,092	334,571
December	7,635	253,887	8,520	333,549
January	4,095	188,556	4,863	219,114
February	7,361	338,615	4,803	180,701
March	8,385	344,642	6,710	244,169
	97,250	3,578,759	90,660	3,215,213

E. & O. E., W. T. HUGGAN,
Charlottetown, P.E.I. *Accountant and Auditor.*

PRINCE EDWARD ISLAND RAILWAY.

Passenger Statement.

Months.	Local.		Through.		Total.	
	Number.	Mileage.	Number.	Mileage.	Number.	Mileage
1907—						
April	23,134	477,869	330	16,545	23,464	494,414
May	24,548	447,020	483	23,002	25,031	470,022
June	21,300	444,931	1,271	58,653	22,571	503,584
July	44,835	1,074,908	2,236	101,932	47,071	1,176,840
August	31,679	727,720	4,083	196,251	35,762	923,971
September	24,174	540,112	3,775	187,856	27,949	727,968
October	27,791	705,064	1,232	55,296	29,023	760,360
November	24,104	554,947	1,519	73,517	25,623	628,464
December	25,299	499,809	1,171	51,471	26,470	551,280
1908—						
January	18,040	404,926	416	20,116	18,456	425,042
February	15,296	352,309	135	6,742	15,431	359,051
March	20,617	423,647	360	12,815	20,977	436,462
1907–8	300,817	6,653,262	17,011	804,196	317,828	7,457,458
1906–7	284,041	6,129,419	16,730	794,870	300,771	6,924,289

E. & O. E., W. T. HUGGAN,
Charlottetown, P.E.I. *Accountant and Auditor.*

SESSIONAL PAPER No. 20

A.—PRINCE EDWARD ISLAND RAILWAY.

STATEMENT Showing the Number of Locomotives and the Various Classes of Cars and other Rolling Stock on March 31, 1908.

	Locomotives.	Classification of Cars.																
		1st Class.	2nd Class.	Combined 2nd and Baggage.	Postal and Smoking.	Combined Postal and Baggage.	Baggage.	Pay Car.	Vans.	Box Freight.	Refrigerator Cars.	Stock.	Coal.	Platform.	Total.	Snow Ploughs.	Flangers.	Total.
On hand, serviceable, March 31, 1907	27	22	12	5	4	3	5	1	2	248	3	21	22	146	494	8	9	17
Condemned, April 1, 1907	..	1	..	2	....	1	1	..	2	....	..	..	..	1	8	2	..	2
Total equipment, April 1, 1907	27	23	12	7	4	4	6	1	4	248	3	21	22	147	502	10	9	19
Purchased and charged to capital account	4	..	..	....	....	....	..	..	..	....	..	..	..	....	....	..	..	..
Built and charged to capital account	..	..	..	....	....	....	..	..	..	23	..	..	..	....	23	..	..	..
	31	23	12	7	4	4	6	1	4	271	3	21	22	147	525	10	9	19
Condemned, April 1, 1907	..	1	..	2	....	1	1	..	2	....	..	..	..	1	8	2	..	2
Condemned during the year	..	2	1	....	....	....	1	..	..	....	..	..	..	4	8	..	1	1
	..	3	1	2	....	1	2	..	2	....	..	..	..	5	16	2	1	3
Rebuilt during the year	..	3	..	....	....	....	..	..	..	....	..	..	..	2	5	1	1	2
To be rebuilt	..	..	1	2	....	1	2	..	2	....	..	..	..	3	11	1	..	1
Add serviceable and repairing	31	23	11	5	4	3	4	1	2	271	3	21	22	144	514	9	9	18
Total equipment, March 31, 1908	31	23	12	7	4	4	6	1	4	271	3	21	22	147	525	10	9	19

S. F. HODGSON.
Mechanical Accountant.

CHARLOTTETOWN, March 31, 1908.

B.—PRINCE EDWARD ISLAND RAILWAY.

STATEMENT of Mileage, and Coal, Oil and Waste Consumed by the Locomotives for the Year ended March 31, 1908.

MONTHS.	Locomotive Mileage.	CONSUMPTION.				AVERAGE CONSUMPTION PER 100 MILES.			
		Tons of Coal.	Pints of Valve Oil.	Pints of Engine Oil.	Pounds of Waste.	Pounds of Coal.	Pints of Valve Oil.	Pints of Engine Oil.	Pounds of Waste.
1907.									
April	36,168	898	616	1,348	697	5,566	1·70	3·72	1·92
May	39,700	1,064	572	1,464	671	6,003	1·44	3·68	1·69
June	38,207	912	624	1,508	649	5,348	1·63	3·94	1·69
July	47,182	1,078	832	1,896	776	5,120	1·76	4·02	1·64
August	43,729	1,047	672	1,768	732	5,365	1·45	4·04	1·67
September	44,357	989	620	1,664	742	4,994	1·39	3·75	1·67
October	44,815	1,063	664	1,516	797	5,269	1·48	3·38	1·78
November	42,268	1,042	712	1,304	742	5,524	1·68	3·08	1·75
December	39,069	1,072	608	1,308	665	6,146	1·55	3·34	1·70
1908.									
January	33,818	954	532	1,308	613	6,348	1·57	3·86	1·81
February	32,940	875	552	1,172	589	5,950	1·67	3·56	1·79
March	33,629	895	516	1,100	558	5,961	1·53	3·27	1·65
Totals	475,882	11,889	7,520	17,356	8,231	5,596	1·58	3·64	1·73

S. F. HODGSON.
Mechanical Accountant.

CHARLOTTETOWN, March 31, 1908.

PRINCE EDWARD ISLAND RAILWAY.

Accidents During Period ended March 31, 1908.

Cause of Accident.	Passengers.		Employees.		Others.		Total.	
	Killed	Injured.	Killed	Injured.	Killed	Injured.	Killed	Injured.
1. Fell from cars or engine								
2. Jumping on or off trains or engines while in motion				1				1
3. At work on or near the track making up trains			1				1	
4. Putting arms or heads out of windows								
5. Coupling cars								
6. Collisions, or by trains thrown from track								
7. Struck by engines or cars on highway crossings								
8. Walking, standing, lying, sitting or being on track				1				1
9. Explosions								
10. Striking bridges								
11. Other causes				35				35
Total			1	37			1	37

Charlottetown, P.E.I., May 14, 1908.

DETAILS of Accidents, for the period ending March 31, 1908.

Date.	Name, Address and Occupation of Persons.	Place of Accident.	Cause.	Nature and Extent of Injury.
1907.				
April 10.	Russell Beer, apprentice, Charlottetown	Charlottetown	Hand crushed between car wheels	Hand crushed.
" 23.	John Cameron, pipe fitter, Charlottetown	"	Slipped from ladder	Knee injured.
" 15.	Parker White, section man, Murray River	Hazelbrook	Fell while cleaning snow from under engine	Side injured.
May 14.	G. O. McLeod, station agent, Montague	Montague	Strained lifting baggage	Hemorrhage of lungs.
" 29.	John Cameron, boiler maker, Charlottetown	Charlottetown	Strained side working on fire box	Side injured.
June 5.	Theo. Nelson, machine hand, Charlottetown	"	Lifting boiler plate	Strained back.
" 11.	T. K. Stanley, conductor, Charlottetown	"	Fell between train and station platform	Leg injured.
" 18.	John McInnis, laborer, Charlottetown	"	Handling rails	Finger crushed.
" 24.	David Enman, section foreman, Cape Traverse	Cape Traverse	Lifting and cutting rails	Ankle injured.
July 8.	Jas. Brodie, carpenter, Charlottetown	Charlottetown	Car door fell on foot	Foot injured.
July 12.	B. C. Cox, conductor, Charlottetown	Albany	Fell off loading plank against car door	Rib fractured.
" 18.	Geo. E. Lane, section labourer, Vernon	Millview	Stumbled into culvert	Leg injured.
" 26.	David Arbing, labourer, Summerside	Summerside	Struck by car, wheels passing over arm	Arm severed.
" 29.	James O'Brien, section man, Morell	Morell	Bruised finger	Finger injured.
Aug. 6.	J. J. McKenzie, section foreman, Selkirk	Ashton	Lifting track jack	Knee injured.
" 14.	John Z. Hanson, section man, Charlottetown	Charlottetown	Hand car left rails	Shoulder injured.
" 15.	George Keefe, labourer, Charlottetown	"	Lifting track, was struck with handle of tracklifter	Face injured.
" 17.	Arthur Clark, apprentice, Charlottetown	"	Working at drilling machine	Hand injured.
Sept. 3.	John Fitzpatrick, labourer, Summerside	Summerside	Unloading car timber	Testicle injured.
" 5.	Daniel P. McDonald, engine driver, Charlottetown	Charlottetown	Struck with reversing lever on engine	Perineum injured.
" 30.	Martin Walsh, carpenter, Charlottetown	"	Lifting plank	Rib fractured.
Oct. 4.	E. W. Farquharson, brakeman, Mount Stewart	Mount Stewart	Jumping off train	Ankle sprained.
Nov. 6	Russell Beer, apprentice, Charlottetown	Charlottetown	Unloading planer from car to shop	Knee injured.
" 7.	Hubert Strickland, machineman Charlottetown	"	Struck with board from rip saw	Abdomen injured.
Nov. 8.	A. L. Stitson, yardman, Charlottetown	"	While attempting to get on rear of shunting engine was knocked down and run over	Killed.
" 9.	Owen McQuaid, locomotive foreman, Charlottetown	Elliots	Getting off engine	Ankle sprained.
" 25.	A. F. Calder, labourer, Charlottetown	Charlottetown	Bruised finger with lifting jack	Finger bruised.
Dec. 10.	James Merry, carpenter, Charlottetown	"	Struck thumb with hammer	Thumb injured.
" 27.	Isaac Clarke, baggageman, Cape Traverse	Albany	Unloading cask oil	Side injured.
1908.				
Jan. 14.	H. McDonald, carpenter, Charlottetown	Charlottetown	Working on engine, stage collapsed	Ribs fractured.
" 23.	A. C. Howatt, brakeman, Cape Traverse	Emerald	Loading hogs	Arm injured.
" 27.	B. C. Cox, conductor, Charlottetown	Murray Harbour	Stepped into drain	Knee injured.
" 29.	John Howatt, baggagemaster, Souris	Souris	Slipped while shunting	Ribs injured
Feb. 10.	M. McKenzie, labourer, Charlottetown	Charlottetown	Struck with timber	Leg and head injured.
" 18.	Harry Bevan, machinist, Charlottetown	"	Splinter of steel in hand	Hand injured.
" 18.	Jas. A. Egan, machinist, Charlottetown	"	Fingers taken off by circular saw	Fingers severed.
Mar. 19.	Theo. Nelson, machineman, Charlottetown	"	Working at wheel press	Stomach injured.
" 24.	M. T. Riggs, pipe fitter, Charlottetown	"	Bariron fell on toe	Toe broken.

SESSIONAL PAPER No. 20

PRINCE EDWARD ISLAND RAILWAY.

OFFICE OF THE CHIEF ENGINEER.

MONCTON, N.B., May 18, 1908.

SIR,—I have the honour to submit the following report on capital account expenditure for the fiscal year ending March 31, 1908.

Extension to wharf, Souris—

Plans and specifications were prepared, tenders called and contract let for an extension to the existing wharf at Souris. The dredging was completed and the crib work built, ballasted and faced with reinforced concrete to low water mark. A large portion of the balance of the material required for the construction of the wharf was delivered on the ground.

Agent's dwelling at Bear River—

This dwelling was provided.

Murray Harbour Branch, land purchase—

In connection with this account the following amounts were paid:—

		Acres.	
Geo. Forbes	Lot O	31	$ 248 00
Wm. Ballum, jr.	"	51	113 70
Wm. Ballum, sr.	"	47	88 20
Calvin Bishop	"	46	80 40
John Carrigan	"	64	158 00
James Dunn	"	71	165 20
Thomas Curley	"	73	164 20
Wm. Horton	"	69	106 80
Richard Jardine	"	70	179 70
Alfred Jenkins	"	43	83 24
Henry Jenkins	"	44	461 00
Giles Jenkins	"	65	57 10
Henry Lane	"	67	88 60
Boswell Jenkins	"	54	220 80
Christina Wood	"	31	299 00
Benjamin Myres	"	40	66 40
David Mitchell	"	41	216 50
Joseph Prought	"	66	97 10
Nicholas Robinson	"	50	96 70
James Wood	"	74	400 00
John Wood	"	49	172 90
Matthias Acorn	"	60	160 50
Wm. Jackman	"	57	61 65
Chas. Mitchell	"	61	109 20
Thos. Mutlow	"	68	80 10
Daniel A. McNeil	"	59	121 42
Theophilus Wood	"	72	165 40
John Morrisey	"	28	390 00
John T. Mitchell	"	63	107 00
James Mitchell	"	62	112 85
Henry Jones	"	33m	280 00
Richard Jenkins	"	42	163 60
Donald Jenkins	"	45	78 60

		Acres.	
Peter Jakeman	Lot O	58	$ 75 80
Henry Jenkins (ballast)	"	44	600 00
Samuel Carver	"	39	300 00
Neil McLean (ballast)	159 & 163		150 00
John Wood (damages)			40 34

Improvements at Summerside—

A right of way was purchased for an outlet to Geo. Bishop's property on account of his crossing being destroyed by the railway.

Work done at Summerside on revenue account—

Plans and specifications were prepared, tenders called and a contract let for a brick freight shed to replace the one burned. The building was completed during the year.

To increased accommodation at Charlottetown, P.E.I.—

The contracts for a new station and baggage room and freight car repair shop were completed.

The work in connection with the erecting machine and blacksmith shop, for which the contract was let in the year 1906-7, was carried on during the present year, and the construction of this building well advanced. A 60-ton electric travelling crane was also provided for this building.

The heating plant, which had previously been provided for heating the brick car shop at Moncton, was transferred to Charlottetown to be used for heating the new shops.

Plans and specifications were prepared and a contract let for a brick freight shed; the building was completed with the exception of painting. Electric lights were installed in new station and freight shed.

Plans and specifications were prepared for an extension to the existing wharf, tenders called and a contract let. The dredging required in connection with this work was done. The crib work, extending across the end of the wharf and for 100 feet inward along the west side, was built, ballasted and faced with reinforced concrete.

In connection with this contract a piece of crib and pile retaining wall 480 feet long was built in the angle of the wharf, opposite the station, to retain the earth filling, and 500 lineal feet of track was laid upon it to make a separate approach to the wharf.

A considerable portion of the material required to complete this work was delivered on the ground.

About 500 feet of crib work extending along the water front on the east side of the wharf were built and filled in.

The balance of the pond on the east side of the new station was filled in.

The following new tracks were laid and ballasted during the year:—

No. 1 track to new station	1,100 feet.
2 " "	738 "
3 " "	950 "
4 " "	1,050 "
5 " "	950 "
Stock pen siding	428 "
Main line in yard	660 feet with 80-lb. rails.

Two thousand one hundred and ninety-eight cars of clay and 458 cars of ballast were used in connection with the new yard.

Plans and specifications were prepared, tenders called and contract let for a pipe line and an 80,000 gallon water tank. The pipe, fittings and fire hydrants, &c., required in connection with the above were supplied by the railway.

I have the honour to be, sir,
your obedient servant,

W. B. MACKENZIE,
Chief Engineer.

D. POTTINGER, Esq., I.S.O.,
General Manager Government Railways,
Moncton, N.B.

PRINCE EDWARD ISLAND RAILWAY.

OFFICE OF THE MECHANICAL SUPERINTENDENT.
CHARLOTTETOWN, P.E.I., April 8, 1908.

SIR,—I beg to submit for your information the following statement of the operation of the mechanical department for the year ended March 31, 1908.

The following is a summary of the principal work performed:—

LOCOMOTIVES.

Four new ten wheeled locomotives were purchased from the Kingston Locomotive Works, Kingston, Ontario, in December, 1907, and are the best we have ever had on this railroad.

Fourteen engines received heavy repairs, and most of them new driving boxes, new truck boxes and brasses, all the running gear thoroughly repaired, stay bolts in boilers thoroughly examined and 600 new stay bolts put in boilers.

Nine locomotives received specific repairs.

Six engines received new pistons and piston rods.

One engine received new fire box, new throat sheet, new driving boxes, cylinders bored out, piston and all motion and mountings thoroughly repaired and a great deal renewed. Six new cross heads were made and twenty-four were lined with tin and planed. Six new whistles and two hundred sets of piston and valve stem packing were made. One locomotive received new driving axle. Three hundred and fifty car wheels were bored out and pressed on axles, and two hundred oil boxes for cars fitted up. Eight hundred tubes were pieced and put into locomotives. One hundred and eighty driving springs, twelve pop valves and twelve locomotive injectors were largely rebuilt, and fourteen new locomotive smoke stacks were made. One hundred and fourteen thousand, five hundred and forty-seven pounds of iron and 1,022 pounds of steel were forged, and 4,999 pounds of nuts tapped, and we have made a great deal of running repairs too numerous to mention.

CAR DEPARTMENT.

Twenty-three box cars were built and equipped with the Westinghouse brake and M.C.B. couplers and charged to capital. Three first-class cars, two flat cars, one snow plough and three locomotive cabs were rebuilt. Twenty-three passenger cars, 23 box

cars, 20 flat cars, 2 flangers and 1 snow plough received heavy repairs, and 23 box cars had new canvas roofs put on. One old passenger car was converted into a pay car, and one old second-class into a van for the working train, and four new locomotive pilots were made, besides other repairs too numerous to mention.

BRASS FOUNDRY.

Output:—14,208 pounds of brass castings, 96 telegraph battery zincs and 36 hangers.

PAINT SHOP.

Nineteen passenger cars were painted and varnished and seven cars were repainted and varnished. Eleven locomotives, five snow ploughs, three flangers, fifty freight cars, ninety-seven freight car roofs and eighteen hand cars were painted.

Our shop painters have done a great deal of work on stations, agents' dwellings, switch frames and targets for the road department.

ROAD AND TRAFFIC DEPARTMENT.

Thirty-six loading platforms were built. Eighty gates and three new hand cars were made and twelve hand cars repaired. Eighteen doors and frames, six large paper cases, one large box for yearly papers, six boxes for trains, one new bier, three step ladders, four coal wagons, two cattle stages, one patent typewriting desk, three double water closets, three baggage sleighs, one double desk for Royalty Junction, three desks for Charlottetown freight shed, fifty pile shoes for Summerside wharf, eighteen claw-bars, six track lifters, four rail benders, fourteen sets switch gear complete and twenty switch rods were made. Sixteen switch frames were made and mounted and three new freight trucks were made and eight repaired. Fifty smoke stacks, twenty smoke jacks for engine-houses and twenty smoke jacks for pumping stations on the road were built. Twenty-six thousand one hundred and fourteen pounds of iron and 938 pounds of steel were forged and 1,100 pounds of nuts tapped.

We have been laboring under a great disadvantage for shop room and machinery, but I am pleased to say that our shops are nearly completed. Our rolling stock is in a high state of efficiency and equipped with all modern appliances of Westinghouse air brakes, steam heat and M.C.B. couplers.

I have the honour to be, sir,
your obedient servant,

W. L. POOLE.
Mechanical Superintendent.

G. A. SHARP, Esq.,
Superintendent P. E. I. Ry.,
Charlottetown.

INTERCOLONIAL RAILWAY OF CANADA.

OFFICE OF THE GENERAL MANAGER.

MONCTON, N.B., June 26, 1908.

SIR,—Herewith I send the statement of casualties that occurred on the Intercolonial Railway during the year ended March 31, 1908.

I am, sir, your obedient servant,

D. POTTINGER.

L. K. JONES, Esq.,
Secretary, Department Railways and Canals,
Ottawa, Ont.

8-9 EDWARD VII., A. 1909

INTERCOLONIAL

STATEMENT of Casualties for the

Date.	Time of Day.	No. of Train.	Description of Train.	Name of Conductor.	Name of Driver.	No. of Engine.	Place of Accident.
1907.							
April 1..	17.45	25	Express....	T. Guinan.....	J Cook.....	315	Between Cold Brook and Brookfield.....
" 2..	8.20	33	Express....	G. Levesque.....	D. C. Gallan..... J. A. McNaughton....	319 364	Near Salmon Lake ... " " ....
" 7..	5.50	Spl.	Freight....	J. S. Nickerson.....	C. E. Freeze.....	155	Oxford Jct.....
" 11..	17.30	34	Express....	F. Laliberte.....	E. O. St. Pierre.....	320	Near Rimouski.. ....
" 14..	5.30	Spl.	Freight....	Louis Michaud.....	E. Lacombe.....,	.....	St. Pierre.....
" 15..	7.00	....	Work train	F. Beaulieu.....	C. J. Levesque.....	174	River Ouelle.....
" 16..	10.50	18	Express....	John R. Fisher.....	Judson Wall.....	318	Near Enfield.....
" 17..	24.00	47	Mixed.....	H. Aubin.....	J. Albert.....	173	St. Phillipe de Néri....
" 17..	8.15	....	Shunter....	.....	J. McDowell.....	105	Truro.....
" 22..	8.30	....	.....	.....	.....	....	Truro.....
" 24..	16.45	60	Mixed.....	E. S. Vye.....	A. McCabe.....	381	Millerton.....
" 26..	22.00	34	Express....	Geo. Walker.....	Geo. Topping..... Octave Gagnon.....	345 72	Riviere du Loup..... " ..... " .....
May 8..	17.00	153	Express....	H. Begin.....	E. Ouellette.....	166	Levis.....
" 11..	3.00	....	Shunter....	.....	J. McLaren.....	52	Moncton.....
" 17..	6.50	76	Freight....	H. A. Baker.....	P O'Toole.....	353	Lilly Lake.....
" 23..	8.30	33	Express....	J. Hughes.....	R. Lightbody.....	355	Amherst.....
June 6..	16.50	Spl.	Freight....	A. Bonneau.....	O. Lesieur.....	361	Ste. Hyacinthe.....
" 15..	15.20	Spl.	" ...	J. Maloney.....	F. Cain..... W. Rushton.....	310 230	Dalhousie Jct..... " .....
" 29..	9.12	34	Express....	A. McPherson.....	G. Anderson.....	337	Near New Castle.....
" 30..	2.30	Spl.	Freight....	A. A. McNeil.....	D. Matheson..... M. A. Smith.....	177 153	West Bay Road..... " .....
July 3..	13.30	85	Express....	T. W. Johnson.....	R. McDonald.....	69	Shubenacadie.....
" 3..	17.30	33	" ...	J. A. Hughes.....	J. Ross.....	234	Stewiacke.....
" 5..	18.40	....	Work train	H. Pelletier.....	Jos. Lacroix.....	204	Near Laurier ..... " .....
" 8..	19.30	86	Express....	Jas. McDonald.....	H. A. McAuley.....	232	New Glasgow.....
July 10..	12.10	26	" ...	A. Ramuie.....	Jas. D. McKay.....	238	St. John.....
" 14..	9.57	76	Freight....	W. A. Warman.....	A. Cook.....	283	Beresford.....
" 15..	9.15	....	Shunter....	R. W. Orchard.....	C. Killam.....	270	Sayabec.....
" 16..	8.53	19	Express....	B. McLennan.....	Jas. Clark.....	239	Hilden.....
" 17..	21.30	90	Freight....	D. J. McDonald.....	F. Gratton.....	33	Pictou.....
" 18..	14.00	....	Picnic train	John McLeod.....	Geo. Stone.....	369	Point du Chene.....
" 24..	11.35	200	Express....	J. T. McGuire.....	J. Moore.....	347	Near New Mills.....
" 27..	9.30	....	.....	.....	.....	....	Oxford.....
" 30..	1.35	20	Express....	H. G. Fraser.....	D. W. Duncan.....	50	Pomquet.....
" 31..	20.40	....	Shunter....	J. Lacroix.....	.....	301	Chaudiere Jct.....
Aug. 1..	19.15	Spl.	Freight ...	W. P. Smith.....	A. Purdy.....	303	Westchester.....
" 2..	6.45	"	" ...	R. Duff.....	A. Russell.....	88	Charlo.....
" 2..	17.30	"	" ...	Jas Card.....	John Oakleaf.....	114	Dalhousie Jct.....

SESSIONAL PAPER No. 20

RAILWAY.

Year ended March 31, 1908.

Name of Person Injured.	Whether Passengers or Employee.	Particulars of Accident.	Extent of Injury.	Verdict.
Wm. Duffy	Neither	Struck by train while walking on track.	Slightly injured	
Alex. N. Skinner	Employee	Fell from platform of private car No. 28.	Slightly injured	
" "	"	" " "	" "	
J. T. Nickerson	"	Slipped and fell between train and station platform.	Badly injured about head and body	
Francois Cote (deaf mute)	Neither	Struck by train while walking on track.	Fatal	Accidental.
Jos. Michaud	Employee	Struck his knee against iron ladder on tender of engine.	Slightly injured	
Octave Lapointe	"	While coupling cars	Shoulder jammed	
Mrs. John Lee	Neither	Struck by train while walking on track.	Fatal	Accidental.
Jos. LeBel	Passenger	Special train backing into No. 47 train on main line.	Slight injuries.	
Pierre Emond	Employee	" " " " "	" "	
Gustave Paradis	Mail Clerk	" " " " "	" "	
Fred. L. Fuller	Neither	Standing in door way of box car which was being shunted; door caught on projection and closed on his head.	Ear badly lacerated.	
D. J. Thomas	Neither	Releasing brakes on coal car which he was unloading and was thrown off car.	Head badly cut	
A. McCabe	Employee	Train ran into a landslide and washout.	Slightly injured.	
D. C. Smallwood	"	" " " "	Head and hands burned and one leg broken in two places	
E. J. O'Keefe	Passengers	Train ran into open switch and collided with shunting engine.	Slightly injured	
C. J. Colt	"	" " " " "	" "	
Miss Gladys Crane	"	" " " " "	" "	
David Couture	Neither	Struck by train while driving over public crossing.	Slightly injured.	
Warren Osborne	Employee	While shunting fell off box car and was run over.	Fatal	No inquest.
James D. McIntosh	Neither	Found dead on track	Fatal	Accidental.
Mr. Casey	Passenger	Jumping on moving train and fell between cars and platform.	Slightly injured	
L. Gosselin (boy)	Neither	Jumping on moving cars and foot got between buffers.	Foot crushed	
Child of N. Hamilton, about 3 years old.	Neither	Struck by train while playing on track.	Fatal	No inquest.
Owen Doyle	Employee	Fell from train	Fatal	No inquest.
J. G. Chisholm	"	Found dead on track	"	Accidental.
" "	"	" " "	Fatal	
Mr. Cook	Passenger	Jumped from moving train	Slightly injured	
Unknown man	Neither	Struck by train while walking on track.	Fatal	Accidental.
N. Bibeau	Employee	While taking a ballast plow off car.	Slightly injured	
G. R. Vincent	"	" " " "	" "	
Bert Ruddick	Neither	Struck by train while driving over a public crossing.	Seriously injured.	
Geo. Lambert	Neither	Jumped off moving train	Slightly injured	
Wm. Shortell	"	Found dead on track	Fatal	No inquest.
R. W. Orchard	Employee	While gil-poking a car of lumber out of siding with a tie it broke.	Chin slightly injured	
Henry Fraser	"	While releasing air-brake on a car.	Foot injured.	
Jas. A. Rogers	"	While shunting foot got caught between buffers.	Toes smashed	
Miss G. Richardson	Passenger	Foot caught between buffers of cars.	Toes badly smashed.	
J. McCarthy	Neither	While stealing a ride fell off train.	Head badly injured.	
Wm. E. Tait	"	Unloading a car of lumber and released brakes to move the car. Fell off car and was run over.	Fatal	Accidental.
Miss Mary J. McMillan	Passenger	Fell off moving train	Slightly injured	
Donat Dubois	Neither	Struck by shunted cars	Foot cut off	
Geo. E. Allen	Employee	Stepping off engine fell in front of shunted cars.	Fatal	Accidental.
L. Godin	"	While uncoupling cars	Put shoulder out of joint.	
A. McMillan	"	While coupling engine to cars	Fingers injured	

8-9 EDWARD VII., A. 1909

INTERCOLONIAL

STATEMENT of Casualties for the

Date.	Time of Day.	No. of Train.	Description of Train.	Name of Conductor.	Name of Driver.	No. of Engine.	Place of Accident.
1906.							
Aug. 13..	15.10	129	Mixed.....	C. E. Brown.....	P. McInnes.....	176	Dartmouth.....
" 22..	20.30	Spl.	Freight....	R. H. Wilkins.....	W. Atkinson.....	12	Near North Sydney...
" 23..	23.30	"	Passenger .	A. H. Lutes.....	A. Price.....	343	Amherst.....
" 23..	6.40	151	" ..	J. Rioux.....	Jos. Belleau.....	171	Pt. St. Charles Yard..
" 26..	12.50	Spl.	Freight....	A. H. Lutes.....	Geo. Stone.....	367	Amherst.....
" 26..	20.35	48	Express....	B. Walker.....	E. Ouellet.....	72	Ste. Anne.....
" 28..	24.00	....	Shunting...	.....	O. Halle.....	174	Levis.....
					J. Richards.....	322	" .....
" 29..	13.15	....	" ..	O. Lesveque.....	J. A. Michaud.....	214	Montmagny.....
" 31..	8.00	....	Shunter....	.....	E. Kean.....	256	St. Flavie.....
" 31..	10.05	....	" ...	W. H. Bovard.....	J. F. Cain.....	146	Hamilton's Siding ....
Sept. 9..	6.45	10	Express....	H. D. Fraser.....	S. Stewart.....	61	Truro.....
" 11..	11.20	....	Shunting...	E. S. Vye.....	A. McCabe.....	115	New Castle.....
" 21..	7.25	Spl.	Freight....	B. Wood.....	L. Turpinat.....	13	Glengarry.....
" 24..	21.27	17	Express....	J. L. Chisholm.....	J. G. McDonald.....	128	Stellarton.....
" 25..	8.15	47	Freight....	H. Begin.....	J. H. Pelletier.....	323	Levis.....
" 28..	16.00	Spl.	Freight....	A. Jarest.....	G. Lambert.....	300	St. Lambert.....
Oct. 2..	6.00	....	.....	.....	.....	....	Birch Cove.....
" 8..	19.00	75	Freight....	C. Rioux.....	P. Michaud.....	363	Ste. Helene.....
" 10..	15.15	....	Shunter....	A. Delaney.....	W. Fraser.....	123	Campbellton.....
" 15..	11.50	....	Shunter....	A. Fisher.....	J. T. Mitchell.....	263	Stellarton.....
" 18..	9.55	34	Express....	A. McLennan.....	P. McKenna.....	317	Near Birch Ridge.....
" 21..	12.00	23	Freight....	N. Hopper.....	R. Kennedy.....	281	Springhill Jct.....
" 21..	13.30	....	.....	.....	.....	....	New Glasgow.....
" 28..	12.00	75	Freight....	W. W. Gordon.....	A. Stevens.....	275	New Glasgow.....
Nov. 5..	4.00	....	Shunter....	.....	J. McLaren.....	52	Moncton.....
" 7..	13.15	....	.....	.....	.....	....	Truro.....
" 8..	17.00	....	Work train	J. Card.....	R. Lindon.....	292	Belledune.....
" 8..	.....	.....	.....	.....	.....	....	Norton.....
" 9..	21.40	Spl.	Freight....	J. H. Shaw.....	J. Shaw.....	229	New Glasgow.....
" 9..	19.10	"	" ...	John Sims.....	B. Cummings.....	135	Gibson.....
" 12..	5 00	....	Shunter....	.....	J. McLaren.....	52	Moncton.....
" 12..	6.00	....	.....	.....	.....	....	Moncton.....
" 13..	.....	.....	.....	.....	.....	....	Near Red Pine.....
" 18..	21.15	1	Express....	J. B. Crockett.....	J. J. Irvine.....	156	Near St. John.....
" 20..	18.30	33	" ...	John Berry.....	J. W. Nairn.....	341	Londonderry.....
" 21..	11.45	58	Freight....	H. D. Fraser.....	J. Kelly	142	Windsor Jct.....
" 22..	20.30	34	Express....	E. Camire.....	N. Parsons.....	348	St. Paschal.....

SESSIONAL PAPER No. 20

RAILWAY.

Year ended March 31, 1908.—*Continued.*

Name of Person Injured	Whether Passengers or Employee.	Particulars of Accident.	Extent of Injury.	Verdict.
Harold Loner	Neither	Jumping on cars and fell under wheels.	Fatal	No inquest.
Mrs. John D. McLeod	"	Struck by train while walking on track.	Bone in elbow broke and knee hurt	
Frank Brown	Passenger	Jumped off moving train.	Leg cut off and skull fractured	
W. Cornwall	Supposed psgr.	Fell or jumped off moving train	Not known	
C. Legere	Neither	While climbing over cars foot got caught between draw bars.	Foot badly injured	
Phillip Morin	"	While stealing a ride fell from train.	Leg cut off	
A. Rheault	Employee	While making up No. 151 train he was found under baggage car badly injured.	Fatal	Accidental.
"	"			
Wm. Isabelle	Neither	Attempted to jump on moving cars and was run over.	Fatal	Accidental.
Moise Cote	Employee	While coupling cars	Hand injured and had to be amputated	
W. N. Bovard	"	While coupling air hose fell under cars.	Fatal	Accidental.
Mrs. J. Candle	Neither	Jumping off moving cars	Slight injuries	
J. Smallwood	Employee	While shunting fell through trap of coal car.	Side injured	
Dan Fraser	"	Hand car struck by train	Slightly injured	
J. Carter	Employee	While coupling cars	Head slightly injured	
Thos. F. Mack	Q. C. Ry. Pass.	Collision between No. 47 train and Quebec Central Railway train on main line at Levis station.	Slight injuries	
Miss Mack	"			
Edith A. Whitemore	"			
Charlotte McFarland	"			
Miss Yanch	"			
C. E. Sillsbury	"			
J. A. Farley	Pull. Car Con.			
Ed. Rufuange	Neither	Jumping on train to steal a ride and fell.	Head and hand injured	
David Wilson	Pass (supposed)	Found alongside track	Fatally injured	No inquest.
Arthur Dionne	Employee	Fell into culvert	Two ribs broken and shoulder dislocated	
James Young	Neither	Stepped on to track in front of moving cars.	Fatal	No inquest.
James Falconer	Employee	While coupling cars	Finger injured	
Stephen Steeves (Deaf and Dumb)	Neither	Struck by train while walking on track.	Fatal	No inquest.
J. Halliday	Employee	While unloading a cask of molasses the foot board broke and cask fell on him.	Leg injured	
Alex. Stewart (5 years old.)	Neither	While crossing tracks was struck and run over by shunted cars.	Left arm cut off	
Frank W. Wilson	"	Jumping on train, fell and was run over.	Fatal	Accidental.
D. Belliveau	Employee	While shunting	Fingers injured	
James Archibald	"	While handling a large piece of boiler plate it fell over on him.	Arm broken and other slight injuries	
Thos. Harvey	Neither	Struck by train while walking on track.	Fatal	Accidental.
Jos. F. Henderson	"	Found dead on track	Fatal	Accidental.
John F. McDonald	"	Struck by train while walking on track.	Leg cut off	
Albert Jessulat	Employee	While coupling cars	Fingers taken off	
J. E. Melanson	"	Standing on side ladder of car while it was being shunted and was struck by switch.	Hip injured	
D. Romania	Neither	Found dead on track	Fatal	No inquest.
Andrew Melanson	"	Found dead on track	Fatal	Accidental.
C. VanDieman	"	Asleep or drunk on track and struck by engine.	Fatal	No inquest.
James Prest	Passenger	Jumped off moving train	Foot cut off	
J. H. Murray	Employee	Fell off car	Ankle sprained	
E. Gague	Neither	Jumped off moving train	Head badly injured	

INTERCOLONIAL

STATEMENT of Casualties for the Year

Date.	Time of Day.	No. of Engine.	Description of Train.	Name of Conductor.	Name of Driver.	No. of Train.	Place of Accident.
1906.							
Nov. 23..	9.30	....	Shunter....	.....	B. Johnson.....	30	Truro.....
" 25..	20.45	40	Freight....	T. C. Ayer.....	O. Gulker.....	311	Eel River Bridge.....
" 28..	9.00	....	Shunter....	.....	Geo. T. Miles.....	205	D. W. Terminus, Halifax.
Dec. 3..	17.10	175	Freight....	Jas. Holmes.....	S. Black.....	368	Mulgrave.....
" 3..	12.10	Spl.	" ...	J. B. Fleming.....	A. Urquhart.....	33	New Glasgow.....
" 4..	14.50	"	" ...	J. F. Doyle.....	R. J. Whalen.....	298	Harcourt.....
" 4..	18.20	"	" ...	J. N. Bernier.....	A. Roberge.....	355	Daveluyville.....
" 5..	12.00	"	" ...	W. J. Ellis.....	J. Kelly.....	107	Bedford.....
" 7..	.....	....	.....	.....	.....	....	Sussex.....
" 7..	17.48	153	Express....	L. Proulx.....	Frs. Beaulieu.....	97	Ste. Helene.....
" 12..	12 55	41	Freight. ..	A. Gamache.....	A. Connell.....	180	Cedar Hall.....
" 16..	10.00	....	Shunter....	.....	A. M. Henderson.....	158	Stellarton.....
" 26..	18.00	86	Express....	Jas. McDonald.....	A. Steeres.....	232	Antigonish.....
Jan. 5..	.....	Spl.	Freight....	J. Dionne.....	J. Gendron.....	....	St. Charles Jct.....
" 11..	13.30	37	" ..	W. F. Fergusson.....	T. McBeath.....	215	Newcastle.....
" 12..	5.00	Spl.	" ..	A. Delaney.....	F. Cain.....	31	Red Pine.....
" 12..	10.20	"	" ...	Chas. Brown.....	O. Bruce.....	143	Truro.....
					R. Hamilton.....	27	.. ..
" 14..	6.45	"	" ...	H. Pelletier.....	H. Toohey.....	269	Ste. Rosalie.....
" 16..	17.40	48	Express....	F. Dumond.....	Geo. Lamothe.....	71	Montmagny.....
" 27..	20.15	....	Shunter....	A. Crookshank.....	N. J. Ivory.....	47	Fredericton.....
" 28..	21.10	....	" ...	J. Jackson.....	J. Hessian.....	226	Richmond.....
" 30..	16.55	34	Express....	John Berry.....	J. W. Nairn.....	339	Near Londonderry....
Feb. 2..	24.30	....	.....	.....	R. Lightbody.....	335	Truro.....
" 8..	10.00	Spl.	Freight....	A. Dickie.....	J. G Speer.....	351	Bathurst.....
" 9..	11.15	....	Shunter....	.....	G. Seears.....	223	Campbellton.....
" 14..	15.10	34	Express....	P. Sirois.....	Jos. Belleau.....	322	Daveluyville.....
" 14..	24.15	Spl.	Freight....	J. F. Doyle.....	J. E. Stronach.....	367	Near Bartiboque.....
" 17..	18.10	....	Shunter....	.....	T. Hannaway.....	193	Truro.....
" 19..	22.50	....	" ...	.....	C. McTiernan.....	326	D. W. Terminus Halifax.....
" 19..	11.40	105	Freight....	J. McGillivray.....	B. Titus.....	105	North Sydney.....
Mar. 5..	11.25	Spl.	Freight....	A. J. McDonald.....	M. Schurman.....	142	Salt Springs.....
				H. A. Baker.....	T. W. Hennessy.....	313	" .....
					John Gazeley.....	25	" .....
" 11..	6.40	....	Shunter....	.....	S. Craig...	139	Moncton.....
" 19..	8.55	150	Express....	F. Laliberte.....	W. Rioux.....	97	St. Charles.....
" 19..	19.15	....	Shunter....	.....	J. Frank.....	307	Chaudiere Jct.....
" 25..	12.55	Spl.	Freight....	E. Morin.....	G. Lambert.....	358	Aston Jct.....
" 25..	14.30	....	Shunter....	.....	B. Lutes.....	350	Campbellton.....
" 26..	11.30	34	Express....	A. McPherson.....	J. S. Smith.....	317	Rogersville.....

SESSIONAL PAPER No. 20

RAILWAY.

ended March 31, 1908.—*Continued.*

Name of Person Injured.	Whether Passengers or Employee.	Particulars of Accident.	Extent of Injury.	Verdict.
Fred. Christie	Employee	Struck by a shunted car	Slightly injured	
Chas. Archibald	Passenger	Fell from moving train	Compound fracture of the thigh	
Capt. O'Leary	Neither	While crossing tracks to go to his vessel got caught between cars.	Fatal	No inquest.
Capt. Jas. Forrestall	"	Team struck while driving over public crossing.	Fatal	Accidental.
C. D. McDonald	Employee	While coupling cars	Hand crushed	
Wm. Olsen	Neither	Attempting to cross track between cars.	Foot badly bruised	
J. E. Lessard	"	Struck by train while walking on track.	Fatal	Accidental.
A. A. Fisher	Employee	While shunting fell off a hopper car.	Foot dislocated	
H. Long	Neither	Found dead on track	Fatal	Accidental.
C. Lapointe	Passenger	Fell from moving train and both legs cut off.	Fatal	Accidental.
J. Deschamplain	Employee	Struck on head by lever while putting up semaphore.	Slightly injured	
J. K. McKay	"	Fell off box car	Head and arm injured	
Capt. Wm. Trenholm	Passenger	Fell from moving train	Head injured	
J. H. Castonguay	Employee	Fell off train	Slightly injured	
W. Fergusson	"	Entering box car, fell and leg struck iron plate of door.	Leg cut badly	
Mark Gallant	"	Fell off train, one leg cut off and the other broken.	Fatal	No inquest.
Duncan Perry	"	While shunting struck by water crane while climbing down side ladder on car.	Head and body injured	
"				
F. Savary	"	Struck and run over by engine	Fatal	Accidental.
Fortunat Fortin	Neither	Stealing a ride and jumped off train.	Head injured	
J. Landry	Employee	While shunting foot got caught in a hole between the ties.	Leg broken	
John O'Brien	"	Knocked down and run over by shunted cars.	Fatal	No inquest.
Morton S. Campbell	Neither	Team struck while driving over a public crossing.	Fatal	Accidental.
H. Doyle	Employee	While climbing up steps of the engine caught against side of the round house and knocked to the ground.	Slight injuries	
Hector Legere	"	While underneath engine cleaning the fire the engine was moved.	Back slightly injured	
A. Gallant	"	While shunting	Two fingers crushed.	
Elsie Deslis	Passenger	While closing door of W.C. in car.	Thumb injured	
J. J. Boudreau	Neither	Lying on track and was struck by train.	Fatal	No inquest.
D. E. Reid	Employee	While shunting	Two fingers crushed off	
Henry Gullickson	Neither	Struck by cars while walking on track.	Fatal	No inquest.
H. J. McLean	Employee	Slipped while getting off engine	Ankle broken	
W. W. Bronwell	"	Collision between Baker's and McDonald's special trains.	Face cut and internal injuries	
E. White	"		Bruised and leg broken	
Dan. Dykens	"		Both legs broken and other injuries	
C. P. Connell	"	While shunting, caught between drawbars.	Foot seriously injured	
Miss Dionne	Passenger	Jumped off moving train	Leg slightly injured.	
C. Talbot	Employee	Got caught and squeezed while coupling cars.	Fatal	Accidental.
A. Gaudreault	Neither	Run over while trying to jump on moving train.	Fatal	Accidental.
A. Calligan	Employee	While coupling engine and passenger car.	Slightly injured	
Chesley Rushton	"	Fell out of baggage car door while train was running.	Slight injuries.	

QUEBEC CANALS.

OFFICE OF THE SUPERINTENDING ENGINEER.

MONTREAL, June 12, 1908.

SIR,—I have the honour to submit herewith my annual report on the works under my charge for the fiscal year ended March 31, 1908.

This division comprises the Lachine, the Soulanges and the Beauharnois canals on the St. Lawrence route; the Ste. Anne, the Carillon and Grenville canals on the Ottawa river, and the St. Ours and the Chambly canals on the Richelieu river.

Of these the Lachine canal is by far the most important on account of its immediate connection with the harbour of Montreal.

I have pleasure in stating that no interruptions to navigation occurred on any of the canals during the year, except on the Lachine canal when, on the 2nd of July last, the steamer *Prescott,* of the Richlieu and Ontario Navigation Company, broke through the upper gates of lock No. 1. The canal staff was at once set to work putting up new gates and thirty-four hours later navigation was resumed.

Another accident of the same nature occurred on November 12, 1907, when the steamer *Neepawah* collided with the upper gate of the same lock.

Serious damage was done to this gate and to one leaf of the lower gate.

The replacing of these gates by spare ones occupied three days, navigation being carried on in the meantime through the north lock, which had fortunately been completed a few days before.

The cost of repairs in both cases was defrayed by the owners of the vessels.

CANAL STORES.

In July, 1905, Mr. P. B. Benoit having been appointed inspector of canal stores in this division, instructions were given him to make every effort to improve the system then in use for controlling the receiving and issuing of materials for the works and, to begin with, to give such directions to overseers and other canal employees as would ensure a correct taking of the stocks on hand.

This programme has been carried out by the inspector and he has submitted from time to time suggestions that have finally been embodied in a series of tables for the use of all persons having anything to do with the handling of materials, tools, &c., on the various canals.

Under the new system the receiving of such materials, tools, &c., their storing at any point on the canals, the issuing of them to men for use in the works, the returning of any portion of them to the stores if not used, are recorded by a short entry in the books and a glance at these books shows both the stock on hand and what has been used up to date.

In conclusion I have much pleasure in stating that the work done in that direction by the stores inspector has already had good results and will in future afford efficient means of controlling expenditures.

LACHINE CANAL.

REPAIRS AND RENEWALS.

Length, 8½ miles; 5 locks, 270 x 45 feet; 14 feet of water on sills; total rise, 45 feet.

Old locks, 200 x 45 feet, still available with 9 feet of water on sills.

The chief items of work performed under the above head during last year were the following:—

Lock gates.—Remodeling two pairs of gates for locks No. 1 and 2 to suit the new mode of suspension and building four pairs to be kept as spares, one each for locks 2, 3, 4 and 5.

One and a half pair damaged by steamer *Neepawah* last summer were also taken apart and rebuilt, the expenditure in this case being paid out of a deposit made by the owners of the vessel.

Swing bridges.—Replanking bridges No. 1 (Black's), No. 2 (Wellington), No. 3 (Seigneurs street), and No. 7 (Lachine), with 2-inch oak.

Stationary bridges.—Building a steel span out of material saved from the old-time bridges. This new bridge is replacing the wooden one over the entrance to the basin at the Canada Sugar Refining Company.

Wharfs.—A platform wharf, 300 feet long and 14 feet wide, was built on stringers on top of the south bank above Wellington bridge. It is placed 12 feet back from the water line and high enough to accommodate the large vessels loading at that point.

Booms.—Two new booms, each 200 feet by 4 feet, were built and placed along the north bank between lock No. 4 and Cote street Paul bridge, and a third one of similar dimensions was placed alongside of the bank at the Dominion Wire Works at Lachine to protect vessels from being injured on the ragged rock forming the bank from the water line down.

Cast-iron mooring posts.—Fifty-one large size cast-iron mooring posts were provided and set in concrete blocks at the following points: 8 on old lock No. 3, 10 on old lock No. 4, 21 on the south bank above and below lock No. 5, 3 at our sheds, Nos. 1 and 2, 8 at the entrance to St. Gabriel basins and one immediately above the Lachine swing bridge on the north side of the new lock entrance.

Cast-iron nigger heads.—Forty-six heavy cast-iron niggerheads were set at various points to replace old wooden mooring posts.

Masonry and concrete work.—A piece of dry wall 300 feet long and about 4 feet high, alongside of the platform wharf laid during the year on the south bank above Wellington bridge, was taken down and replaced by reinforced concrete with iron band tie rods to hold it in position. A heavy block of concrete faced with steel plate was built on the north side of the canal between the upper gate of lock N. 3 and Seigneurs street bridge to make the entrance to the lock safe for large vessels. A similar one was so placed on the north side of the lower entrance to lock No. 3 and the south wall of this lock raised about 4 feet with concrete, covering the whole ength of the bridge when open. This is intended to protect the bridge which stands very close to the face of the wall against passing vessels.

Buildings.—The old carpenter shop which stood on the bank of basin No. 2, near the dry dock, has been replaced by a new one of such dimensions as will permit of the building of two pairs of lock gates at the same time. Our carpenters can now work ten hours a day, rain or shine. The machinery in this shop comprises a Daniel planer of large dimensions, a wood turning lathe, a circular saw, a band saw and a grindstone, the whole driven by a 20-horse-power electric motor.

All other buildings on the canal were kept in good repair; the brick shops on Mill street, leased to the Canada Horse Nail Company, received a good deal of attention, the roof being overhauled, new drains laid, &c.

River St. Pierre.—This stream, which is carried under the canal through a syphon culvert, was thoroughly cleaned twice during last season. A large quantity of refuse

and debris of all kinds is constantly thrown into it by residents along its banks and other people. If not carefully removed this refuse would soon choke the culvert and claims for damage by flooding would follow.

Electric installation.—I am sorry to say that, owing to financial embarrassment which culminated in the disrupting of their firm, the contractors for the supply and installation of the gear for the electric operation of the lock gates on this canal have been unable to complete their contract before the opening of navigation this spring. This work will be completed by the canal overseer and it is expected that the whole system will be in operation in a short time.

INCOME.

Wall at Warehousing Company Flour basin No. 1.—This work consisted of underpinning the old masonry wall on the north side with concrete and constructing a new concrete wall on the foundation thus formed. A few courses at the top had to be removed and a solid block of concrete was substituted, the face of the remaining portion of the old wall being covered with concrete a couple of feet thick.

While this work was going on the south wall was observed to be in a dangerous condition and had to be temporarily strengthened pending its reconstruction next year.

The work at this basin was done under contract by Messrs. Quinlan & Robertson in a very satisfactory manner and completed within the time specified and the estimated cost.

Rebuilding walls at St. Gabriel basin No. 2.—This work consisted of removing the old timber wall to about one foot below water level and rebuilding them with concrete from that line to the top. The total length of wall so treated was about 1,600 feet. The contractors, Messrs. Quinlan & Robertson, performed the work during the months of March and April and had it completed in time for the opening of navigation.

Rebuilding locks Nos. 1 and 2.—The south locks Nos. 1 and 2 were opened to navigation towards the close of the last season of navigation and the final estimate completed during last winter.

Considerable trouble was experienced here by several leaks which developed under the walls and through the bottom of lock No. 1. The soil is composed of very porous material and a number of springs issue through it. By means of a cut off consisting of steel sheet piles driven to a depth of from five to twelve feet below the lock bottom and of a thick platform of concrete joining the piles with the breast wall and extended across the south basin wall and some 25 feet back of it, the leak was finally stopped.

Finishing engineer's office.—The hot water heating apparatus and plumbing were put in by Messrs. Garth & Co. under contract. The office is now completed.

CAPITAL.

Rebuilding slope walls.—About 7,700 lineal feet of the concrete slope wall were built during the season by Mesrs. Haney, Miller, Quinlan & Robertson, beginning on the south side a short distance above Cote St. Paul bridge.

This work consists of facing the old rip-rap slope wall with a coat of concrete, generally 18 inches thick and laid under water by means of a specially designed plant. The results of last season's work, as ascertained while the canal was unwatered in April last, are entirely satisfactory.

DREDGING.

Dredging was done at various points in the Lachine canal during the last year as follows:—

Side basin No. 1 off basin No. 2.—A quantity of clay thrown out from the excavation for the underpinning of the north wall was removed in June.

Basin No. 2.—In June also and in July considerable cleaning was done along the south wall.

Lachine entrance.—That part of the channel in the vicinity of the upper isolated pier was deepened, the material dredged out being hard pan and boulders.

Cofferdam at foot of north lock No. 1.—This dam was dredged out in September after the repairs to the lock had been completed.

Some dredging was also done in St. Gabriel basin No. 4 and considerable time was spent by the fleet in breaking up old barges which had sunk and had been abandoned in the canal.

The quantity of material dredged out during the season amounted to 12,350 cubic yards.

The fleet consisting of two tugs, one steam dredge, one steam derrick, ten flat scows, two dump scows and a scow used as a store was kept in good working order during the year.

The works on the Lachine canal, under the heads of Income and Capital, are in charge of Mr. H. R. Lordly, C.E.

SOULANGES CANAL.

Length, 14 miles; 5 locks, 270 x 45 feet; 15 feet of water on sills; total rise, 84 feet.

In the course of last winter Mr. L. A. Boyer was appointed a commissioner to investigate various charges brought against the canal overseer. The investigation took place at the vilage of Vaudreuil during the month of March and lasted several days.

A short time before, the overseer, the foreman carpenter and the storekeeper had been suspended from duty, but with pay.

At the time of writing no decision has yet been arrived at as to the reinstatement or otherwise of the above employees. Mr. J. T. Lemire, C.E., is still acting as overseer of the canal.

REPAIRS AND RENEWALS.

The principal item of work performed here under the head of 'Repairs' during the year were as follows:—

Completing a large ditch along the south bank between the Cedars and the St. Dominique bridges and other ditches on the north side of the canal between Tremblay's and Clement's gullies.

Renewing the stone lining in the slopes at numerous places where it had fallen down.

Repairing fences on both sides of the canal property.

Repairing scows and placing a derrick on one of them.

Renewing electric cables at two of the swing bridges.

Maintaining generally all structures, buildings, &c.

CAPITAL.

Bridge over Clement's Gully.—The old wooden bridge over Clement's gully on the highway from Vaudreuil to Cascades Point was taken down during the year and replaced by a new structure consisting of two heavy concrete abutments and a steel span 189 feet in length and 18 feet in width The flooring of the new bridge stands three feet higher than that of the old one, considerably reducing the ramps at each end.

The substructure was built under contract by Messrs. Quinlan & Robertson and the steel work was supplied and erected by the Phœnix Bridge and Iron Works, Ltd., of Montreal.

Lodgings for electricians.—The three lodgings for the staff at the power house, mentioned in my last report, were completed early last fall by Mr. T. Belanger, contractor. They are wooden structures, two storeys high, with concrete foundation and roofs covered with galvanized sheet iron. They are wired for electric lighting and heating.

Manney's lock gate protection bars.—The lower gates of the five locks and the upper gate of the guard lock have been provided with these protecting appliances, which are intended to guard against the throwing down of the gates by vessels colliding with them.

Mooring posts.—The setting up of mooring posts along the reaches between locks Nos. 3 and 4 and Nos. 4 and 5 was commenced during last summer. Up to the end of the year 50 of these posts had been placed in position, most of them between locks Nos. 3 and 4. They consist of heavy cast iron pipes with moulded head; they are filled with concrete and inserted in a mass of concrete about 4 cubic yards sunk into the ground.

Buildings.—The plans and specifications for a lumber shed and for an extension to the present workshops were prepared during the year and the contract for the work awarded to Mr. T. Belanger, of Valleyfield.

Nothing, however, was done before the end of the fiscal year except delivering the building materials on the ground.

Mooring place for scows.—In order to provide a suitable place for mooring the canal fleet as well as for the storage of spare lock gates, one of the concrete piers and the two arches adjoining it have been removed from the splay wall above lock No. 1, thus affording an entrance into regulating basin No. 1. The opening has been spanned by means of a floating bridge.

Transformer cabins.—The transformers formerly placed in the lock cabins were a source of danger for fire. They have been removed and installed in concrete boxes sunk into the ground at a safe distance from the cabins.

Water service.—In order to bring water to the workshops and in view of protecting them against fire a 6-inch cast iron pipe was laid from the head of lock No. 3 to a point near the foot of lock No. 2, several hydrants being placed in convenient positions in the neighbourhood of the building. The head in the above distance is about 65 feet.

Equipment.—The following machines and appliances were purchased during the year:—

1 ten-horse-power boiler, 2 spare transformers for the electric light and power station.

1 oil immersed auto starter, and

4 20-ton hydraulic jacks.

Gasolene tug.—This tug was completed during the winter and was ready for use at the opening of navigation. It has done very good service throughout the season and has proved a great convenience to the canal.

INCOME.

Ladders in lock walls.—Life-saving ladders, consisting of iron rungs inserted into a round cavity cut into the face of both side walls of each lock, were provided during the year. They are so placed as not to be rubbed against by vessels and, at the same time, can be easily reached by persons falling into the locks.

Gate lifting scow.—Plans and specifications for this scow were prepared during the winter and the contract for it was awarded about the end of the fiscal year.

Land damages.—The claim of Mrs. Tremblay for damage to her farm on the north side of the canal opposite the power house on account of insufficient drainage was settled during the year.

Water power development by the Provincial Light, Heat and Power Company.—The works done by the above company for developing power from the canal at Cedars have made good progress during the year. Both the head and tail races as well as the power house are completed and ready for the turbines and electrical machinery.

BEAUNARHOIS CANAL.

This canal has now passed out of the control of the department, a lease of it having been granted to Messrs. McIntyre & Robert from January 1, 1908.

The lessees have undertaken to maintain the structures and other canal appurtenances and there is therefore nothing for me to record here except in connection with the works at Hungry bay and at the upper dams which have not been included in the lease.

Hungry bay dyke.—Considerable damage had been done to this dyke during the period of high water in the spring of 1907 and a large amount of money had to be spent in rebuilding it and repairing the roadway.

In addition to the above, works for the permanent protection of the dyke were commenced during the year. They consist of a continuous wall of field stones deposited in rough cribwork to prevent their being scattered away by the waves which the wall is intended to break.

CHAMBLY CANAL.

Length, 12 miles; 9 locks, 118 x 222 feet; 62 feet of water on sills; total rise, 74 feet.

REPAIRS AND RENEWALS.

The chief items of work performed under the above heading during the year were as follows:—

Canal banks.—Considerable work was done in repairing the slope lining on both sides, renewing snubbing posts and waling pieces in the basins. Iron slips for small boats and yachts drawing up to 4 feet of water were cut in the wharf at St. Johns and floating platforms placed in them.

Locks.—A new concrete sill was built at lock No. 2. At lock No. 5 the wooden hollow quoins were replaced by stone ones and a pair of gates renewed. New approaches were built at lock No. 6.

Bridges.—The stone walls forming the entrances to bridges Nos. 7 and 8 were taken down and rebuilt and the wooden approaches to bridges Nos. 5 and 6 were renewed. Eleven road bridges between bridge No. 4 and lock No. 3 were rebuilt, but instead of the old wooden structures vitrified clay drain pipes were used, making these bridges permanent.

Wharfs.—The repairing of the wharf at Chambly Canton was completed and an extension to it was also built.

Buildings.—Nine small guard houses were built of the same pattern as those erected last year. All the bridges are now provided with the new guard houses. A few still remain to be placed on the locks.

Fences.—Nine miles of wire fence were renewed during the year.

INCOME.

Macadamizing tow-path.—Three miles of tow-path were metallized during the year. There still remains another section about the same length to complete, after which the whole district between Chambly and St. John will be in first-class condition and will require only a very limited expenditure to be so maintained.

Telephone line.—A new circuit was added between the superintendent's office and some of the locks which were so far without telephone communication with the head office.

General repairs.—Under this head the following works were performed: An extension 12 feet by 24 feet was built to the lockmaster's house at lock No. 3 and the old portion of the building overhauled.

The pivot pier of the bridge at the foot of Ste. Therèse island was reconstructed with concrete.

Two surface weirs in basins Nos. 4 and 5 were permanently closed and replaced by new ones with concrete side and breast walls.

Macadamizing road on the west side of the canal.—During last season a section of this road, about 3,000 feet in length measured from the St. Luke road northward, was macadamized, the stone being furnished by Mr. J. E. Hebert, contractor, and the work of preparing the road bed, laying the broken stone and rolling it was performed by day labour.

ST. OURS LOCK.

Length of canal, ½ mile; one lock, 200 feet x 45 feet; 7 feet of water on sills; total rise, 5 feet.

REPAIRS AND RENEWALS.

The various structures on this canal were kept in good repair throughout the year, the chief items of work done being as follows:—

Building two new booms for the upper entrance and repairing existing booms and piers.

Building a slip in the shore at the head of the island for the purpose of hauling booms out of the water in the fall.

Overhauling derrick scow and renewing derrick thereon. Overhauling overseer's house.

INCOME.

Booms and boom piers.—Owing to unusually high water in the Richelieu river it has been found impossible to perform the whole of the work contemplated here dur-

ing the year. Two cribwork piers, however, were taken down and rebuilt with concrete from the water line to the top.

Manny's lock gate protection bars.—As in the case of the piers and booms the high water has rendered the completion of this work impossible. The lower gates however are now equipped with the protection bars.

STE. ANNE LOCK.

Length, ½ mile; 1 lock, 200 x 45 feet; 9 feet of water on sills; total rise, 3 feet. Old lock still available, 200 x 45 feet; 6 feet of water on sills; total rise, 3 feet.

REPAIRS AND RENEWALS.

The ordinary repairs necessary to keep the structures, buildings, fences, &c., in good condition were performed here during the year.

In addition to these, the repairs to the four upper detached piers, forming the western extension to the new lock entrance, which was commenced in 1906, were completed and a new boom placed between piers No. 3 and 4. The public wharf was also pretty extensively repaired.

CARILLON AND GRENVILLE.

Carillon canal.—Length, ¾ miles; 2 locks, 200 x 45 feet; 9 feet of water on sills; total rise, 16 feet.

Grenville canal.—Length, 5¾ miles; 5 locks, 200 x 45 feet; 9 feet of water on sills; total rise, 43¾ feet.

REPAIRS AND RENEWALS.

No work of special importance was performed on these canals under the above heading during the year beyond the maintaing of the locks, bridges, buildings and other structures in good condition.

The principal items of work done were:—

The providing of a shore boom on the north side of the upper entrance to the Carillon canal, the renewing of fences along the Carillon canal and the repairing of the banks on the Grenville canal.

The electric light service provided by Messrs. Ross & Ayers has given good satisfaction and was found to be a great help to navigation.

INCOME.

Light-houses.—The two wooden towers for the range lights at Chute-à-Blondeau, which were pretty well decayed, were taken down during the year and replaced by steel structures erected under contract by the Phœnix Bridge and Iron Works upon foundations built by the canal staff.

Piers.—The top portion of one of the isolated guide piers at the head of the Carillon canal was renewed with concrete from the level of low water.

It is the intention to treat the other piers in the same manner later on.

The works chargeable to 'Income and Capital' on the Soulanges, Beauharnois, Carillon and Grenville, Chambly and St. Ours canals are under the charge of Mr. L. S. Pariseau, C.E.

I have the honour to be, sir,
your obedient servant,

ERNEST MARCEAU,
Superintending Engineer Quebec Canals.

QUEBEC CANALS.

STATEMENT showing the date of the opening and closing of the canals of the Quebec Division.

Name of Canal.	Opening.		Closing.	
Lachine Canal	30th April,	1907...	3rd December,	1907
Soulanges Canal	1st May,	1907...	5th "	1907
Beauharnois Canal	27th "	1907...	30th November,	1907
Chambly Canal	1st "	1907...	30th "	1907
St. Ours Lock	27th April,	1907...	30th "	1907
Ste. Anne Lock	22nd May,	1907...	30th "	1907
Carillon and Grenville Canals	1st "	1907...	30th "	1907

LACHINE CANAL.

STATEMENT Showing Depth of River Water on Mitre Sills of New Lock No. 1 at Lower Entrance and New Lock No. 5 at Upper Entrance during the Fiscal Year ending March 31, 1908.

Months.	Lock No. 1, Lower Sill.				Lock No. 5, Upper Sill.			
	Highest.		Lowest.		Highest.		Lowest.	
1907.	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.
April	31	10	19	1	19	10	16	10
May	21	0	19	2	18	11	17	10
June	20	3	18	4	18	4	17	6
July	18	10	17	1	17	8	16	8
August	17	3	15	5	16	9	15	9
September	15	10	15	2	15	11	15	5
October	16	7	15	9	16	3	15	10
November	18	4	15	4	17	0	15	9
December	17	8	15	6	17	2	15	10
1908.								
January	31	6	17	7	18	2	15	3
February	30	2	27	0	17	7	15	5
March	30	9	27	0	17	10	15	4

SOULANGES CANAL.

STATEMENT Showing the Depth of the River Water on the Mitre Sills of Lock No. 1 at Lower Entrance and New Lock No. 5 at Upper Entrance during the Fiscal Year ending March 31, 1908.

Months.	Lock No. 1, Lower Sill.				Lock No. 5, Upper Sill.			
	Highest.		Lowest.		Highest.		Lowest.	
1907.	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.
April	22	6	18	10	18	1	17	0
May	20	4	19	5	17	7	17	1
June	20	1	19	2	17	4	17	0
July	19	2	18	5	17	3	16	9
August	18	7	17	6	17	2	16	9
September	17	7	17	5	16	9	16	3
October	17	9	17	6	16	9	16	5
November	19	6	17	6	16	9	16	5
December	18	5	17	4	17	4	16	6
1908.								
January	21	0	18	4	19	7	16	3
February	22	1	19	0	16	9	16	4
March	23	0	20	3	18	3	16	7

BEAUHARNOIS CANAL.

STATEMENT Showing the Depth of the River Water on the Mitre Sills of Lock No. 6 at the Lower Entrance and Lock No. 14 at Upper Entrance for the Fiscal Year ending March 31, 1908.

Months.	Lock No. 6, Lower Sill.				Lock No. 14, Upper Sill.			
	Highest.		Lowest.		Highest.		Lowest.	
1907.	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.
April	14	0	11	2	12	7	11	6
May	13	6	11	4	12	1	10	11
June	13	0	11	8	12	0	11	9
July	11	10	11	4	11	11	11	6
August	11	4	10	4	11	11	11	5
September	10	5	10	2	11	7	10	11
October	10	4	10	1	11	7	11	2
November	11	2	10	4	11	11	11	1
December	10	8	10	4	12	1	11	2
1908.								
January	16	0	10	8	12	6	11	1
February	21	9	13	6	11	10	11	1
March	19	0	14	0	12	11	11	1

CHAMBLY CANAL.

STATEMENT Showing the Depth of the River Water on the Mitre Sills of Lock No. 9 at the Lower Entrance and Lock No. 1 at the Upper Entrance for the Fiscal Year Ending March 31, 1908.

Months.	Lock No. 9, Lower Sill.				Lock No. 1, Upper Sill.			
	Highest.		Lowest.		Lowest.		Lowest.	
1907.	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.
April	19	4	14	8	12	1	10	1
May	17	2	13	5	11	11	10	2
June	13	5	11	2	10	3	8	10
July	11	4	10	2	9	2	8	5
August	10	3	8	7	8	9	7	5
September	9	5	8	8	8	2	7	6
October	10	10	9	0	9	2	7	8
November	12	11	10	9	10	10	8	11
December	15	9	11	6	10	11	8	11
1908.								
January	15	8	13	3	10	11	9	11
February	16	1	15	6	10	8	9	10
March	21	2	15	0	11	9	9	11

ST. OURS LOCK.

STATEMENT Showing the Depth of the River Water on the Mitre Sills of St. Ours Lock during the Fiscal Year ending March 31, 1908.

Months.	Lock No. 1, Lower Sill.				Lock No. 1, Upper Sill.			
	Highest.		Lowest.		Highest.		Lowest.	
1907	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.
April	19	11	14	7	15	9	12	0
May	15	9	13	6	13	6	11	1
June	13	7	10	11	11	1	9	11
July	11	7	9	5	10	1	9	2
August	10	0	7	8	9	4	8	1
September	8	6	7	5	8	9	8	1
October	9	5	7	11	9	5	8	5
November	11	10	8	10	10	11	9	8
December	13	10	9	8	11	7	9	7
1908								
January	15	1	12	9	11	4	9	7
February	15	7	12	4	11	6	9	0
March	20	5	14	0	16	4	10	3

STE. ANNE LOCK.

STATEMENT Showing the depth of the River Water on the Mitre Sills of Ste. Anne Lock for the Fiscal Year ending March 31, 1908.

Months.	Lock No. 1, Lower Sill.				Lock No. 1, Upper Sill.			
	Highest.		Lowest.		Highest.		Lowest.	
1907.	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.
April	14	10	12	0	15	5	12	9
May	14	0	12	8	16	5	13	0
June	13	6	12	5	15	6	13	11
July	12	9	11	6	14	1	12	2
August	11	8	10	8	12	2	10	11
September	10	0	10	8	11	9	10	9
October	11	2	10	10	12	0	11	7
November	12	3	11	0	13	6	11	8
December	12	1	10	8	12	6	11	6
1908.								
January	13	5	10	11	13	3	11	5
February	12	9	11	6	12	4	11	5
March	13	8	11	0	12	8	10	11

SESSIONAL PAPER No. 20

CARILLON CANAL.

STATEMENT Showing the Depth of the River Water on the Mitre Sills of Lock No 1 at Lower Entrance and Lock No. 2 at Upper Entrance during the Fiscal Year ending March 31, 1908.

Months.	Lock No. 1, Lower Sill.				Lock No. 2, Upper Sill.			
	Highest.		Lowest.		Highest.		Lowest.	
1907.	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.
April	18	0	14	3	16	8	13	3
May	18	5	14	3	18	6	15	8
June	17	7	15	5	17	7	11	6
July	15	6	13	5	15	9	13	2
August	13	6	12	1	13	3	11	5
September	12	10	11	11	12	6	11	2
October	13	2	12	9	12	10	11	11
November	13	10	13	0	14	8	12	2
December	13	4	12	5	16	6	12	6
1908.								
January	13	11	13	6	16	9	13	0
February	15	10	13	6	16	10	13	10
March	14	7	13	0	13	10	12	0

GRENVILLE CANAL.

STATEMENT Showing the Depth of the River Water on the Mitre Sills of Lock No. 3 at Lower Entrance and Lock No. 7 at Upper Entrance during the Fiscal Year ending March 31, 1908.

Months.	Lock No. 3, Lower Sill.				Lock No. 7, Upper Sill.			
	Highest.		Lowest.		Highest.		Lowest.	
1907.	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.
April	23	9	16	7	16	4	14	0
May	22	11	19	3	19	10	16	6
June	21	10	19	2	18	6	16	2
July	19	3	16	2	16	7	13	7
August	16	2	14	0	13	9	11	3
September	15	3	13	7	12	8	10	10
October	15	8	15	1	13	3	12	6
November	19	6	15	0	15	5	12	5
December	19	2	15	6	13	4	12	7
1908.								
January	21	5	15	8	12	8	11	7
February	21	3	19	3	11	6	10	10
March	19	8	17	2	13	5	10	7

ST. LAWRENCE DISTRICT.

SUPERINTENDING ENGINEER'S OFFICE.

CORNWALL, August 4, 1908.

SIR,—I have the honour to submit my annual report upon works of construction the survey in connection with the enlargement of the St. Lawrence canals for the fiscal year ending March 31, 1908.

GALOPS CANAL.

Iroquois Section.

The contract for this work was awarded to Messrs. Larkin & Sangster. The work commenced on May 20, 1897, and was completed in November, 1902.

The final estimate was returned on October 31, 1906. The final plans, diagrams and detail calculations were copied and completed on November 5, 1907, and forwarded to the department on November 14, 1907.

Upper Entrance.

This contract was awarded to Messrs. Murray & Cleveland in November, 1888.

The works of construction proceeded with during the past year are as follows:—

Earth excavation.—The dredging operations, which consisted in cleaning up the prism of canal bottom below guard lock, were resumed on April 5, 1907, discontinued on May 1 and resumed again on May 10, 1907, and completed this part of the section on May 24, 1907.

The trimming of bermes and slopes was completed in September, 1907.

On May 25, 1907, the dredge proceeded to remove the blasted rock on the north side at toe of slope at the west end of the section, the material being utilized at the Gut dam.

The bottom of prism was levelled by means of a heavy drag attached to a floating derrick. The dredge was removed opposite McLaughlin's hill on December 5, 1907, to remove some high spots.

The dredging operations were completed on July 4, 1907, ready for final sweeping.

Sodding.—The work of sodding between the guard lock and weir commenced on May 24, 1907, and completed on June 10, 1907, thus completing the sodding throughout the entire section.

Protection of slopes.—The stone protection of slopes and at west end of detached cribs across Round bay was completed on July 5, 1907.

Stone Filling.—Gravel taken from the north channel was placed in rear of coping of southwest retaining wall of lift lock in June, 1907.

The stone filling in rear of west end of cribs across Round bay was completed on July 5, 1907.

Broken stone was placed at water line in front of protection wall on north side of upper entrance in July, 1907.

Additional stone protection was placed around icebreaker at upper entrance pier and completed on October 23, 1907. Heavy blocks of stone, fastened with anchor chains, were placed crosswise around icebreaker pier. This work stood the test of

the severe pounding of the ice floes during the past winter, with the result that no damage was effected nor any stones disturbed.

It has consequently solved the difficulty of protecting this pier for years to come.

Service bridge.—During April, 1907, a service bridge was erected over culvert at McLaughlin's hill.

Fence.—The work of erecting a fence along the north side of canal, east of weir, which occupied a week's work, was completed on August 27, 1907.

Sweeping.—After all the obstacles were removed from canal bottom the section was entirely reswept, thereby leaving this contract entirely completed on October 23, 1907.

A progress final estimate was prepared and returned on December 31, 1907. The final estimate is in an advanced stage and will be completed with as little delay as possible.

Removal of shoals in river west of upper entrance of Galops canal.—The contract for this work was awarded to Mr. M. A. Cleveland on July 25, 1907.

The removal of the upper shoal was commenced on September 4, 1907 and completed September 11, 1907.

The work on the second shoal was commenced on September 11, 1907, and discontinued on September 21, 1907, when the dredge was removed to the north channel.

The dredge resumed work on November 13, 1907, and discontinued for the season on December 10 to go into winter quarters.

The dredging operations will be resumed again early in April next.

North Channel.

The contract for this work was awarded to Mr. M. A. Cleveland and was commenced on May 14, 1897.

The works of construction proceeded with during the past year are as follows:—

Earth excavation.—The levelling and general cleaning up of the section and the grading of slope in rear of the cribwork at Spencer's island commenced on April 9, 1907, and was completed on October 12, 1907.

The dredging operations were resumed on July 5, 1907, removing material on the south side of channel, at lower end of channel, and completed on August 8, 1907.

The dredge started cleaning up bottom of channel on August 9, 1907, discontinued on September 4, 1907, and was removed to the shoals west of upper entrance of Galops canal. Resumed again on September 21, 1907, and completed on November 13, 1907.

After careful sweeping the channel proved safe for navigation at the present stage of high water.

Stone filling.—On April 9, 1907, some gravel was placed in rear of wall on top of icebreaker pier, from May 20 to October 23, 1907. Stone protection for the icebreaker pier, in rear of the concrete wall at Spencer's island, at nosing of wall on north side of Drummond island, around guide crib south side at lower entrance of channel, in rear of concrete wall at east end on south side of channel opposite station 29, and to form roadway along shore line on north side for the farmers' cattle east of station 25.

Gravel and broken stone were placed for protection along south side of upper entrance pier at station 108 and stone filling on south side in front and east of contractor's office was completed on August 14, 1907.

Concrete and stone masonry.—The closing of the gap of the concrete and stone wall on the south side and the placing of a concrete superstructure on top of small mooring pier at Drummond island was completed on October 1, 1907.

The stone and concrete masonry for the superstructure of the mooring wharf in front of the contractor's office along with the construction of reinforced concrete arches over the two spillways on either side of the wharf were completed on October 8, 1907.

This contract is practically completed, some boulders which do not interfere with navigation at the present high stage of the river will be removed as soon as water begins to recede.

Protection of slopes.—Some repairs to the curbing at foot of concrete and stone wall on the south side of the channel was done between September 10 and 17, 1907.

'GUT DAM.'

Stone filling.—Stone filling where required in read of the 'Gut Dam' commenced on May 30, and completed June 18, 1907.

The levelling of the rock talus east of dam and the placing of gravel for blinding approaches and east of dam was completed on June 24, 1907.

The rock protection and talus of indurated clay was completed June 29, 1907.

Fencing.—Around the government property at Les Galops island a fence was erected in June, 1907, to prevent cattle from crossing over on to the dam.

The final estimate is being prepared without delay. All the calculations of quantities, diagrams and plans have been completed and the copying of same is in progress.

GALOPS RAPID IMPROVEMENT.

This work was stopped in September, 1906, and contractors disposed of their plant during the past year.

In August, 1907, the channel was buoyed out by the Department of Marine and Fisheries.

An automatic gauge was placed on the north pier at lower entrance of north channel, showing depth of water available in the rapids channel for the guidance of vesselmen who may see fit to run the rapids.

This channel is now under the direction and charge of the Department of Marine and Fisheries.

A final estimate of the work done was returned on March 31 last, leaving a number of disputed claims to be adjusted before the Exchequer Court.

I am, sir, your obedient servant,

L. N. RHEAUME,
Engineer in Charge, St. Lawrence Canals.

M. J. BUTLER, Esq.,
Deputy Minister and Chief Engineer,
Department Railways and Canals,
Ottawa, Ont.

ST. LAWRENCE CANALS.

OFFICE OF THE SUPERINTENDENT.

CORNWALL, Ont., April 1, 1908.

SIR,—I have the honour to submit herewith the annual report on the maintenance and operation of the St. Lawrence canals for the fiscal year ending March 31, 1908.

THE CORNWALL CANAL.

Was opened for navigation on April 29 and closed on December 6. Navigation was interrupted from 4.30 p.m. July 5 until 9 p.m. on the 6th by an accident at lock 17 whereby the steam-barge *Iona* carried away the upper pair of gates.

The water was drawn off the lower levels on April 7 and readmitted on April 21. During these two weeks the bottom of all the locks, old and new, were carefully cleaned of gravel, &c, loosened spikes and bolts were redriven, mudsills refastened and all broken valves replaced. The spare gates for the lower locks were taken out into the river and stored for the summer, and the operating machinery replaced on the lower locks. All the rip-rap that had fallen away was replaced the whole length of the canal.

In order to fit the *Alert* for working in a few inches of ice her hull was sheeted with heavy iron 36 inches wide.

Throughout the season the ordinary work of maintaining the banks, cleaning ditches, repairing gates and valves was carried on as the condition of things required it.

The new transformer house at lock 17, built of concrete blocks and iron roof, was completed and put into use. It is a very decided improvement on the old wooden ones. If it becomes necessary to build any more of these transformer houses I would suggest that all the lock structures be thrown into one and that one building made fireproof.

The gates broken by the steam-barge *Iona* were repaired and the cost charged to the *Iona*.. They are now on hand as spares.

A scow 90 feet x 26 feet x 6 feet, of British Columbia fir, was built during the summer.

The oils and paints are separated from the other stores since moving them into the new fireproof oil house finished in November. It has a concrete foundation, walls of brick and roof of iron.

Lock 18 was equipped with iron snubbing posts set in concrete blocks and a backing of concrete put in along both sides of the lock.

Considerable repairs were done to the brick sewer that runs along the front of the town of Cornwall. At two points it was opened up and repaired for a distance of over 30 feet.

The lumber shed was extended a length of 52 feet. It is now as large as should be required to store the stock of lumber and timber that should be kept on hand.

Mr. E. T. Wilkie, Ontario land surveyor, started on April 1 on a survey, that the boundary of canal lands might be marked off. He made good progress with the work and it is almost completed. The plan of canal property will be ready in a few days.

Mr. Jas. McEniry, lockmaster at lock 19, died on June 18 and the vacancy was filled by the promotion of one of the lockmen. John Brydges, lockman at lock 17, was superannuated February 1.

The usual back water occurred at Cornwall during the winter. The jam appeared first just at the head of Pelow island. This caused the waters of the river to back up until they reached an elevation of 41·3, or 37 feet above the sill of lock 15, on February 7. A secondary jam occurred at Potash point and another at Malinde point, until just below lock 18 the water was within a foot of coming over the outer bank. It will be advisable to raise the outer bank just below lock 18 for a distance of a few hundred feet.

THE WILLIAMSBURG CANALS

were opened on April 29 and closed on December 6, navigation having been maintained during the season without interruption.

Before the opening of navigation the water was lowered in the Rapide Plat canal to allow the contractor for the municipal power plant at Morrisburg to cut through the retaining wall.

All the loose rip-rap was picked up and put in place and several spots renewed during the season with a better class of stone hand laid.

A few trees and shrubs were planted at locks 23 and 24 and appear to be doing well.

A complete top was put on the upper gates of old lock 23 and the upper gates of lock 28.

Further leakages appeared in the water pipe under the lock at Iroquois. Late in the season the leak became alarming and the trench was opened up and the joint where the leak occurred was properly caulked.

During the winter new gates for the upper end of lock 24 were built at the shops at Cornwall.

Early in the season Mr. John O'Leary finished his contract at the junction of the Iroquois and Cardinal sections.

Mr. Geo. A. Begy has made fairly good progress on the work of rebuilding the retaining walls on the back ditch at Iroquois. The contract will be completed early this season.

On November 15 Mr. J. W. LeB. Ross, assistant engineer, was transferred to Sault Ste. Marie and Mr. J. C. Boyd to Morrisburg as overseer of the Williamsburg canals.

On March 1 Mr. C. D. Sargent from the engineering staff was transferred to the operating staff as resident engineer.

THE MURRAY CANAL.

Opened on April 15 and closed on December 5, having been operated the full season without interruption.

At all points where required the banks were repaired, ditches cleaned out and rip-rap replaced.

The ditches are in such good shape now that very little sliding occurs along the banks.

Four permanent iron snubbing posts were put in at each bridge.

The coping course of the rest pier at the east end of the Trenton bridge and the west end of the C. O. Railway bridge was reset.

The watch-house at the C. O. Railway bridge was changed from the east to the west of the track. A much better view of the railway track is obtained.

Mr. R. Weddell's work on the rebuilding of the piers at the ends of the canal has progressed so that there are only three piers remaining to be finished and the bridges to be put on.

Appended are statements showing (1) Highest and Lowest Water Level, (II.) Fines and Damages.

I have the honour to be, sir,
your obedient servant,

W. A. STEWART.
Superintendent.

M. J. Butler, Esq., C.E.,
Deputy Minister and Chief Engineer,
Department of Railways and Canals,
Ottawa, Ont.

Record of Highest and Lowest Levels of Water on the St. Lawrence Canals for Year ending March 31, 1908.

Month.	Cornwall.				Farran's Point.				Rapide Plat.				Galops.				Lift Lock.		Murray.	
	Lock 15.		Lock 21.		Lock 2 Lower.		Lock 22 Upper.		Lock 23.		Lock 24.		Lock 25.		Lock 27.		Lock 28.		——	
	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.
1907.	Ft.	Ft.	Ft.	Ft.	Ft.	Ft.	Ft.	Ft.	Ft.	Ft.	Ft.	Ft.	Ft.	Ft.	Ft.	Ft.	Ft.	Ft.	Ft.	Ft.
April	18·3	16·0	16·9	16·3	18·7	18·0	19·5	18·8	18·6	18·0	18·2	17·4	21·5	20·8	17·2	16·4	18·1	17·2	14·1	13·10
May	16·8	16·2	16·4	17·4	18·8	18·3	20·3	19·1	19·3	18·1	18·6	17·4	22·0	20·7	17·6	16·7	18·7	17·7	14·5	13·2
June	16·4	16·0	16·9	16·4	18·8	18·3	19·8	19·1	18·9	18·5	18·5	17·7	21·7	21·1	17·4	16·8	18·4	17·8	14·4	14·1
July	16·4	16·2	17·2	16·6	18·9	18·3	19·9	19·3	18·9	18·5	18·5	18·0	22·0	21·4	17·5	17·0	18·7	18·0	14·4	13·11
August	16·3	15·9	16·9	18·5	18·9	18·1	20·0	19·0	18·7	18·1	18·7	17·5	21·7	20·8	17·4	16·5	18·4	17·4	14·3	13·8
September	16·1	15·5	16·7	15·5	18·4	17·2	19·3	18·2	18·5	17·1	18·0	16·4	21·3	19·5	17·1	15·3	18·2	16·4	13·10	13·2
October	16·0	15·5	16·6	16·1	18·5	17·7	19·3	18·4	18·3	17·5	17·9	16·7	21·0	20·0	17·0	16·1	17·9	16·7	13·8	13·3
November	16·2	15·5	16·7	15·8	18·9	17·5	19·3	18·4	18·4	17·2	17·9	16·5	21·5	19·6	17·2	15·5	18·2	16·3	13·7	13·4
December	16·7	16·4	16·8	15·8	18·7	17·2	19·5	18·0	18·4	17·0	17·8	16·4	21·1	19·0	16·9	15·0	17·8	15·9	14·0	13·3
1908																				
January	22·8	15·7	17·5	15·0	20·0	16·3	21·0	16·8	19·8	15·7	18·3	14·6	21·6	17·2	17·1	14·7	18·0	14·6	14·1	13·9
February	*33·2	22·9	16·6	14·9	20·3	16·9	22·0	17·7	18·9	16·7	17·1	14·5	20·4	18·2	16·5	15·2	17·2	15·9	14·4	13·10
March	26·4	23·4	18·0	16·1	20·4	18·2	21·0	18·9	19·2	17·8	18·5	16·2	22·0	19·9	17·5	15·7	18·5	16·6	15·1	14·2

* Water rose to 36·95 at 1 p.m. on the 7th.

STATEMENT of Fines and Damages in Connection with the St. Lawrence Canals, during the Year ended March 31, 1908.

CORNWALL CANAL.

Lock.	Date.	Name of Vessel.	Damage.	Fine.	Name of Owner.	Remarks
	1907.		$ cts.	$ cts.		
G. Gates	May 13	*Bombay*	10 00		D. McCarthy	Paid.
Lock 21	May 13	*Baroness*	10 00		D. McCarthy	"
Lock 20	June 17	*Thrush*		10 00	M. T. Co.	"
Mr. Bge	July 17	*Glenmount*	69 69		M. T. Co.	"
Lock 17	July 5	*Iona*	1,333 09		E. A. Hall	"

WILLIAMSBURG CANAL.

	1906.		$ cts.	$ cts.		
Pier at F.Point	August 27	*Ceylon*	265 37		The Calvin Co.	Paid $2 on August 27, 1907, balance on November 1, 1907.
Pier at F. Point	October 24	*Buckeye State*	157 90		J. L. Crosswaithe	Paid $150 on July 23, 1907, balance on November 23, 1907.
	1907.					
Lock 27	October 18	*Nevada*	25 00		Can. Lake Trans. Co.	Paid.
Lock 28	August 24	*Georgetown*	150 00		J. L. Crosswaithe	"

WELLAND CANAL.

OFFICE OF THE SUPERINTENDING ENGINEER.

ST. CATHARINES, Ont., March 31, 1908.

SIR,—I have the honour to report upon the maintenance and operation of the Welland canal and its branches for the fiscal year ended March 31, 1908.

Navigation Season.

The canal opened for navigation on April 15 and closed December, 1907.

Accidents.

Only one serious accident occurred during the year. The tug *Schenck,* bound down, on May 4, 1907, ran into the Michigan Central Railroad across the canal at Welland, throwing it off its pivot and delaying navigation for two days.

Improvements—New Canal.

Mr. Joseph Battle has made good progress under his contract for building a retaining wall in the rock cut at Ramey's bend.

Mr. M. J. Hogan has completed his contract for building a dock and turning basin at Welland.

Mr. W. E. Phin has made satisfactory progress on a contract undertaken last fall to widen the canal near Welland and dredging out the bank in front of the Welland dock and turning basin, the excavated material being used to fill in the old back ditch in rear of the dock.

The experimental lock gate operating machines in use during the summer of 1907 having proven satisfactory, a contract was awarded to Messrs. M. Beatty & Sons, Limited, Welland, for the manufacture of a sufficient number to operate all the gates on the canal. These machines have been delivered and are being set in place. A few of them will be in operation at the opening of navigation and the balance shortly afterwards. The motors to operate the machines have been manufactured and delivered by the Packard Electric Company, Limited, St. Catharines.

PORT COLBORNE.

Messrs. Hogan and Macdonnell are still cleaning up the excavation in the outer harbour and in the entrance between the breakwaters. They expect to have this work completed early this season.

Mr. M. J. Hogan has completed his contract for 'new docking along west pier.'

Messrs. Peter Lyall & Sons, contractors for the elevators, have the building practically completed and are installing the machinery.

PORT DALHOUSIE.

Mr. W. E. Phin, under contract, removed a shoal which had formed between the entrance piers.

Repairs—New Canal.

In addition to the ordinary repairs to locks, weirs, bridges, &c., which were done by the canal staff during the year, the mitre sill and about one hundred feet of the

foundation at the lower end of lock No. 4 were renewed this spring, concrete being substituted for the old timber foundation.

Repairs—Old Canal.

The old canal was unwatered on April 1, 1907, and the foundation of one of the weirs at lock No. 2, which had been badly undermined, was repaired in a permanent manner with concrete.

St. Paul street swing bridge was thoroughly overhauled and partly rebuilt.

The bridge over lock No. 5 was entirely rebuilt.

Welland Canal Feeder.

The superstructure of the government wharf entrance to the feeder at Dunnville was renewed during the year.

A reinforced concrete bridge was built across the back ditch at the Petit road crossing to replace the old wooden structure.

PORT MAITLAND.

Mr. E. Conroy, contractor for renewing the superstructure and a portion of the substructure of the east entrance pier at Port Maitland, completed his contract in the fall of 1907. The heavy storms of the fall and winter of 1906-7 mentioned in my last annual report caused a great deal of damage to the old pier before the contractor commenced work upon it. A large portion of the superstructure and about 286 feet of the substructure was destroyed. A large quantity of gravel and stone had to be dredged out to allow new cribs to be sunk in place of those washed out.

Slides on Summit Level.

Quite a serious slide occurred in the east bank of the 'deep cut' between Allanburg and Port Robinson in January, 1908, some 15,000 cubic yards of material running into the canal, partly blocking the channel.

Another slide occurred in the west bank about two miles south of Welland.

A contract has been awarded to Mr. W. E. Phin, who fortunately had a dredge in the vicinity, to remove these slides, and he will have a channel through them by the opening of navigation.

TRAFFIC.

During the year the traffic was very heavy compared with previous years, several fine new boats having been placed on this route.

GENERAL.

The water in Lakes Erie and Ontario has kept well above normal during the year, especially Lake Ontario.

Mr. Michael Corcoran was the only employee superannuated during the year.

Mr. Robert Coulter, a superannuated employee, died on March 21, 1908.

Attached is a statement of moneys collected for damages caused to canal property by different vessels; also a statement of fines collected for breaches of canal rules and regulations; also a statement showing the highest and lowest recorded depths of water on the mitre sills o fthe locks at Port Dalhousie and Port Colborne for each month of the year.

I have the honour to be, sir,
your obedient servant,

J. L. WELLER,
Superintending Engineer.

SESSIONAL PAPER No. 20

WELLAND CANAL.

STATEMENT of damages to Welland Canal property during the Fiscal Year ending March 31, 1908, and the Amount Paid on Account of said Damages.

Date of Damage.	Name of Vessel.	Amount of Damage.	Amount Paid.	Date Paid.	Where Paid.
1907.		$ cts.	$ cts.	1907.	
April 24	Str. *S. N. Parent*	29 20	29 20	May 18	Pt. Dalhousie.
" 29	" *Rutland*	17 33	17 33	" 18	"
May 10	Barge *Baroness*	173 05	173 05	" 11	"
June 5	Str. *Turret Court*	9 75	9 75	July 9	"
" 24	" *Carthagena*	10 00	10 00	June 24	"
July 22	" *Saginaw*	3 25	3 25	July 25	"
Aug. 9	" *San Juan de Austria*	125 00	125 00	Aug. 9	Pt. Colborne.
" 19	Barge *Ceylon*	297 65	297 65	Sept. 18	Pt. Dalhousie.
Sept. 9	Str. *Georgetown*	168 16	168 16	" 9	"
July 13	" *Stormont*	7 58	7 58	Oct. 17	"
Sept. 12	" *Fairmount*	12 62	12 62	" 5	"
" 13	" *Iroquois*	6 60	6 60	" 28	"
Oct. 24	" *Wasaca*	65 10	65 10	Nov. 12	"
Nov. 1	" *Geo. C. Howe*	50 00	50 00	" 23	"

STATEMENT of Fines Collected from Vessels Contravening Canal Rules and Regulations for the Fiscal Year ending March 31, 1908.

Date of Fine.	Name of Vessel.	Amount of Fine.	Amount Paid.	Date Paid.	Where Paid.
1907.		$ cts.	$ cts.	1907.	
May 28	Str. *J. R. Langdon*	10 00	10 00	June 26	Pt. Dalhousie.
July 19	" *City of Montreal*	5 00	5 00	July 30	"

STATEMENT showing the Highest and Lowest Depths of Water on the Lower Mitre Sill, Lock No. 1, New Welland Canal, Port Dalhousie, for the Fiscal Year ending March 31, 1908.

Months.	Lower Sill.				Months.	Lower Sill.			
	Highest.		Lowest.			Highest.		Lowest.	
1907.	Ft.	In.	Ft.	In.	1907.	Ft.	In.	Ft.	In.
April	16	11	16	8	November	16	4	16	1
May	17	1	16	9	December	16	3	16	1
June	17	2	16	11					
July	17	1	16	11	1908				
August	17	0	16	8					
September	16	8	16	4	January	16	9	16	2
October	16	5	16	2	February	17	0	16	7
					March	17	7	16	11

STATEMENT showing the Highest and Lowest Depths of Water on the Upper Mitre Sill, Lock No. 27, New Welland Canal, Port Colborne, for the Fiscal Year ending March 31, 1908.

Months.	Upper Sill.				Months.	Upper Sill.			
	Highest.		Lowest.			Highest.		Lowest.	
1907.	Ft.	In.	Ft.	In.	1907.	Ft.	In.	Ft.	In.
April	15	4	13	9	November	16	8	14	2
May	18	2	14	7	December	15	9	12	9
June	15	9	14	8					
July	16	0	14	7	1908.				
August	15	9	14	9	January	15	7	13	5
September	16	0	14	6	February	15	10	13	5
October	15	7	14	5	March	15	5	13	5

SAULT STE. MARIE CANAL.

ENGINEER'S OFFICE.
SAULT STE. MARIE, Ont., May 7, 1908.

SIR,—I have the honour to submit my annual report on the improvements in progress to the entrance of the Sault Ste. Marie canal for the fiscal year ending March 31, 1908:—

Dredging upper entrance.—The deepening and widening of the upper entrance as laid down on the plan of improvements submitted and approved, was divided into three separate contracts. The first contract was entered into with Mr. John Hickler and Mr. Henry Hickler for the westerly section and was brought to a satisfactory completion November 1, 1904.

A second contract for the easterly section was let to Mr. C. S. Boone May 3, 1905. This contract consisted of deepening and widening that portion of the channel-way from the east end of the entrance piers extending westerly one and one-tenth miles. The conditions of the contract required that the channel should be deepened to 21 feet 5 inches below extreme low water mark, and from a width of 250 feet at the entrance piers widening to 500 feet as shown on the plan of work. The work of cleaning up this contract was in progress for the greater part of last season and was brought to a satisfactory completion November 28, 1907. The work was tested with the canal sweep and the required depth was found throughout. Soundings over the whole area were taken during the past winter and the depths recorded show in excess of that required.

The third contract, for the middle section, was entered into with Mr. C. S. Boone May 11, 1907. This contract comprises that portion of the channel-way passing through what is known as the Vidal shoal and situated two miles above the lock. The conditions of the contract require that the channel shall be deepened to 21 feet 5 inches, the same depth as that required in the former contracts, and a width of 500 feet secured throughout as shown on plan of work. The north half of the channel has been dredged over and during the coming season will be cleaned up, thus providing the additional depth much required at the upper entrance, I trust, at an early date. Work on the south half will be started when the north half is made safe for navigation.

Extension to the south pier, upper entrance.—A contract was entered into with Messrs. Wright & McPhail for an extension of 40 feet to the westerly end of the new concrete pier on the south side of the canal. The substructure of cribwork was put in place and well filled with stone, and before starting the superstructure was allowed to settle during the winter months. The concrete superstructure will be executed during the coming season.

Stone protection bank or backing to south pier extension.—Work on the stone protection bank at the rear of the new concrete pier was advanced, leaving the westerly end until the extension under way is completed.

Cast iron mooring posts.—A contract was entered into with Messrs. Wright & McPhail for the construction of 19 cast iron mooring posts set in concrete blocks placed 40 feet apart along the north side of the lock. This contract was executed in a satisfactory manner and brought to a completion October, 31, 1907.

I have the honour to be, sir,
your obedient servant,

F. B. FRIPP,
Engineer in Charge.

M. J. BUTLER, Esq., C.E.,
Deputy Minister and Chief Engineer,
Ottawa.

SAULT STE. MARIE CANAL.

SUPERINTENDING ENGINEER'S OFFICE.
SAULT STE. MARIE, Ont., May 29, 1908.

SIR,—I have the honour to report upon the maintenance and operation of the Sault Ste. Marie canal for the fiscal year ending March 31, 1908.

I am endebted for a large portion of the information contained in this report to Mr. F. B. Fripp who filled the position of acting superintendent until December 1, 1907.

The canal was opened for traffic on April 22 and closed on December 15, 1907, having been open for 238 days.

This has been by far the most successful year since the opening of the canal, as indicated by the increase of registered tonnage of vessels and also by the quantity of freight passing through the canal, the registered tonnage being 91½ per cent greater and the freight tonnage being 137 per cent greater than any previous year. This increase is probably largely due to the heavy traffic for the season and to the improvement in the channel at the upper entrance.

The usual exchange of ships'reports was made with the St. Mary's Falls canal on the opposite side of the river, from which complete statistics have been compiled by the United States authorities of the traffic passing this point, some of which statistics are given in the following table:—

Year.	Number of Vessels passed.	Registered Tonnage of Vessels.	Total Freight Tonnage.	Cost of Carrying per mile Ton.	Estimated Value of Freight carried.	Percentage of Freight carried in Canadian Vessels.	Number of Passengers.
1855.....	193	106,296	14,503	.....	.....	.....	4,270
1860.....	916	403,657	153,721	.....	.....	.....	9,230
1865.....	997	409,062	181,638	.....	.....	.....	19,777
1870.....	1,828	690,826	539,883	.....	.....	.....	17,153
1875.....	2,023	1,259,534	833,465	.....	.....	.....	19,685
1880.....	3,503	1,734,890	1,321,906	.....	.....	.....	25,766
1885.....	5,380	3,035,987	3,256,628	.....	.....	.....	36,147
1890.....	10,557	8,454,435	9,041,213	1.3	102,214,948	3.5	24,856
1891.....	10,191	8,400,685	8,888,759	1.35	128,178,208	4.0	26,190
1892.....	12,580	10,647,203	11,214,333	1.31	135,117,267	3.8	25,896
1893.....	12,008	8,949,754	10,796,572	1.1	145,436,957	4.1	18,869
1894.....	14,491	13,110,366	13,195,860	.99	143,114,503	3.5	27,236
1895.....	17,956	16,806,781	15,062,580	1.14	159,575,129	3.75	31,656
1896.....	18,615	17,249,418	16,239,071	1.	195,146,842	3.	37,066
1897.....	17,171	17,619,923	18,982,755	.83	218,235,927	3.	40,213
1898.....	17,761	18,622,764	21,234,634	.79	233.069.739	2.2	43,426
1899.....	20,255	21,958,347	25,255,810	1.5	281,364,750	3.1	49,082
1900.....	19,452	22,315,834	25,643,073	1.18	267,011,959	3.	58,555
1901.....	20,041	24,626,976	28,403,065	.99	289,906,865	4.	59.663
1902.....	22,659	31,955,582	35,961,146	.89	358,306,300	4.	59,377
1903.....	18,596	27,736,444	34,674,437	.92	349,405,014	6.	55,175
1904.....	16,120	24,364,138	31,546,106	.81	334,502,686	6.	37,695
1905.....	21,679	36,617,699	44,270,680	.85	416,965,484	5.	54,204
1906.....	22,155	41,098,324	51,751,080	.84	537,463,454	5.	63,033
1907.....	20,437	44,087,974	58,217,214	.80	569,830,188	5.	62,758

DAMAGES.

On September 1 the steamer *John Stanton* ran into the south pier at the lower entrance, doing considerable damage, and on the following day the steamer *H. P. McIntosh* collided with the canal scow which was engaged in making some repairs. The owners of both vessels have paid the cost of making the necessary repairs.

REPAIRS.

At 9.30 p.m. on July 6 traffic through the canal was suspended while the water was pumped out of the lock and some repairs made to the sheaves of the lower main gates and the gratings over the entrances to the culverts for filling and emptying the lock. The sheaves, which had been giving some trouble as they were above the level of the floor and had been struck on several occasions by boats, were lowered into the floor so as to be out of reach of boats, and the gratings, which had been moved by the ice in the spring, were fastened down. The water was let into the lock again at 2 p.m. on the 8th.

Repairs were also made to the north pier at the lower entrance which had been damaged by the steamer *Stanton*, and also the canal scow which had been damaged by the steamer *McIntosh*.

The south pier at the upper entrance was levelled up and replanked from the east end to the junction with the concrete extension.

At the close of navigation the upper main gates were unstepped and replaced by the spare gates. The water was pumped out of the lock, the culverts cleaned out, the sheaves of the auxilliary gates lowered into the floor and some other small repairs made to some sheave castings which had been broken.

This spring the gate and valve machinery was thoroughly overhauled and the usual painting done preliminary to the opening of navigation.

IMPROVEMENTS.

Iron snubbing posts set in concrete blocks were placed along the north side of the lock to replace the old wooden posts, adding greatly to the appearance of the lock. Similar posts are required on the south side of the lock.

It would seem advisable to place a pavement along the north side of the lock, outside the snubbing posts to accommodate the public, as the crowds of people who visit the lock at times interfere with the men operating the lock and also run considerable risk of accident, as the lines from boats at present cross the pavement.

A considerable amount of levelling was done to the grounds by cutting away the high spoil banks, but there is still a great deal to do before these banks will be entirely removed and the grounds put in proper shape.

The north pier at the upper entrance is in very bad condition needing a new top throughout. It would seem advisable in renewing the structures of this kind to use concrete instead of timber, but in this particular case the alignment of the pier is so bad it would only perpetuate a bad state of affairs to put on a concrete top, and I would suggest rather to renew the whole pier.

The alignment of the bank on the south side is also very bad and could be very much improved at some future date.

The captain of vessels report that the discharge of water fro mthe turbines makes it difficult to enter the lock from the lower end without colliding with the south pier. This would appear from observation to be correct and it would be advisable to make a change in the location of the discharge pipes to overcome this difficulty.

I have the honour to be, sir,
your obedient servant,

J. W. leB. ROSS,
Superintending Engineer.

M. J. BUTLER, Esq., C.E.,
Deputy Minister and Chief Engineer,
Department of Railways and Canals.

SESSIONAL PAPER No. 20

SAULT STE. MARIE CANAL.

Comparative Statement since opening of lock, September 9, 1895.

	Season.	Increase or decrease over previous season.	Season.	Increase or decrease over previous season.	Season.	Increase or decrease over previous season.
	1895.		1896.		1897.	
Period open	Sept. 9.... Dec. 6....		May 7..... Dec. 10.....		April 21..... Dec. 14.....	
Canadian registered tonnage	125,240	.....	586,571	.....	398,343	—188,228
U. S. registered tonnage	623,131	.....	3,810,794	3,187,663	3,406,018	—404,776
Total tonnage	748,371	.....	4,397,365	3,648,994	3,804,361	—593,004
Lockages	698	.....	3,042	2,344	2,976	— 66
Vessel passages	1,193	.....	5,189	3,996	4,376	— 813
Time passing lock	212 h. 27 m.	.....	984 h. 22 m.	771 h. 55m.	684 h. 11 m.	300 h. 11m.
Average time lockage	18.26 m.	.....	18.42 m.	.....	13.97 m.	
	1898.		1899.		1900.	
Period open	April 11... Dec. 9.....		April 26..... Dec. 20.....		April 23..... Dec. 16.....	
Canadian registered tonnage	403,331	4,988	561,759	158,428	579,528	17,769
U. S. registered tonnage	2,354,606	1,051,412	2,388,441	33,835	1,616,139	—772,302
Total tonnage	2,757,937	1,046,424	2,950,200	192,263	2,195,667	—751,533
Lockages	2,520	456	2,610	90	2,205	405
Vessel passages	3,712	664	3,820	108	3,163	657
Time passing lock	609 h. 30 m.	74 h. 40 m.	643 h. 16 m.	33 h. 46 m.	541 h. 24 m.	101 h. 52m.
Average time lockage	14.51 m.		14.78 m.		14.73 m.	
	1901.		1902.		1903.	
Period open	April 20... Dec. 21....		April 1..... Dec. 20.....		April 2..... Dec. 13.....	
Canadian registered tonnage	776,331	196,803	1,366,087	589,756	1,616,385	250,298
U. S. registered tonnage	1,672,631	56,492	3,238,069	1,565,438	3,145,020	93,049
Total tonnage	2,448,962	253,295	4,604,156	2,155,194	4,761,405	157,249
Lockages	2,906	701	3,418	512	3,242	176
Vessel passages	4,243	1,080	5,169	926	4,418	751
Time passing lock	724 h. 38 m.	183 h. 14m.	925 h. 57 m.	201 h. 19m.	883 h. 10 m.	42 h. 47m.
Average time lockage	14.96 m.		16.25 m.		16.34 m	
	1904.		1905.		1906.	
Period open	April 30... Dec. 26....		April 10..... Dec. 20.....		April 10..... Dec. 20.....	
Canadian registered tonnage	1,557,335	59,050	1,799,336	242,001	1,959,186	159,850
U. S. registered tonnage	2,673,090	471,930	3,739,224	1,066,134	4,399,990	660,766
Total tonnage	4,230,425	530,980	5,538,560	1,308,135	6,359,176	820,616
Lockages	3,012	230	4,031	1,019	4,152	121
Vessel passages	4,092	326	5,853	1,761	5,913	60
Time passing lock	811 h. 28 m.	71 h. 42 m.	1060 h. 38 m.	249 h. 10 m	1131 h. 23 m.	70 h. 45 m.
Average time lockage	16 16 m.		15 79 m.		16.35 m.	
	1907.					
Period open	April 22... Dec. 15....					
Canadian registered tonnage	2,288,349	329,143	.....	.....	.....	.....
U. S. registered tonnage	9,887,633	5,487,643	.....	.....	.....	.....
Total tonnage	12,175,982	5,816,786	.....	.....	.....	.....
Lockages	4,596	444	.....	.....	.....	.....
Vessels passages	6,153	240	.....	.....	.....	.....
Time passing lock	1378 h. 58 m.	247 h. 35 m.	.....	.....	.....	.....
Average time lockage	10.18 m.	.....	.....	.....	.....	.....

TRENT CANAL.

PETERBOROUGH, April 24, 1908.

M. J. BUTLER, Esq.,
Deputy Minister and Chief Engineer,

DEAR SIR,—I have the honour to submit my annual report for the fiscal year ended March 31, 1908, covering the work of construction chargeable to 'capital' account.

SIMCOE-BALSAM LAKE DIVISION.

The canal between Simcoe and Balsam lakes was ready for navigation at the opening of the season of 1907 except the hydraulic lock at Kirkfield, which was not formally opened for traffic until July 6, 1907, after which date it remained in commission up to October 26, 1907, when navigation through the lock was closed for the season. The lock was taken off the hands of the Dominion Bridge Company, contractors for its construction, on December 31, 1907, and a final estimate for it prepared and sent in to the department.

During the past year a final estimate in favour of Messrs. Larkin & Sangster, contractors for section 2, was prepared in detail and forwarded to the department. The final estimate of Messrs. Brown & Aylmer for section 3 is nearing completion and will likely be finished next month.

With the opening of the Kirkfield lock last July navigation was opened between Orillia, on Lake Simcoe, and Healey's Falls, on the River Trent, a distance of 160 miles. The depth of water on the sills of the locks connecting the chain of lakes and river reaches between these points is about 6 feet and the lock chambers are 33 feet wide and from 134 feet to 142 feet long between the Hollow Quoins, with the exception of the Rosedale lock which is only about 29 x 100 feet, but the old wooden lock at this place will soon be replaced by a new concrete lock.

ROSEDALE SECTION.

Last summer plans and a specification for a new lock, dam and short canal, connecting Balsam and Cameron lakes, were prepared and the work advertised for tenders. A contract for the execution of the work was entered into with the Randolph Macdonald Company, Limited, on February 24, 1908. The Rosedale lock and new canal will be built to the same dimensions as those of the Ontario-Rice lake division, and the river and lake channels leading to the new canal will be dredged to 9 feet depth at the normal levels of the lakes.

The contractors have begun work and now have the clearing over the right of way of the canal completed, a lot of gravel for concrete delivered, some plant on the work and a number of houses built for shops, storehouses, &c. They have also purchased the dredging fleet of Messrs. Brown & Aylmer, now on Lake Simcoe waters, which will be taken over to Rosedale on the opening of navigation The purchase of this dredge, tug and scows by the contractors puts them in a position to proceed at an early date with the excavation, as otherwise they would have had to build a plant on the ground with the result that very little excavation would have been done this year.

BOBCAYGEON SECTION.

During the past year a plan and specification was prepared for a new concrete dam at the lower end of the Little Bob river to replace the old wooden dam at this point which is in ruins. For the construction of the dam a contract was entered into with Messrs. McCoy & Wilford, Limited, on December 3, 1907. During the winter the contractors did some rock and earth excavation for the foundation of the dam, and delivered all the gravel required for concrete, and are now ready to proceed with the

concrete work as soon as the high water in the lake subsides some. The work will be finished early this fall.

BUCKHORN SECTION.

Last year a plan and specification was prepared for a new concrete dam and highway bridge at Buckhorn to replace the old wooden structures, which are in a very dilapidated condition. On July 2, 1907, a contract was entered into with Messrs. E. & D. Conroy for the construction of the new dam and bridge. About 50 per cent of the work has been finished, including all the sluices of the dam, which were placed in use last fall and used all winter to control the waters of Buckhorn lake. The contractors have on hand 75 per cent of the gravel required to complete the concrete work together with all the steel bar reinforcement for the bridge, and are now in a position to finish their contract by the middle of this season.

HOLLAND RIVER DIVISION.

Section No. 1.—This section extends from Cook's bay, Lake Simcoe, up the Holland river to Holland landing, a distance of eight and one-half miles. A contract for the execution of the work, which is chiefly dredging, was entered into with the Lake Simcoe Dredging Company on August 30, 1906. The company spent the whole of the season of 1906 building a dredge at Barrie, which was not completed and delivered on the work until May, 1907, when pumping operations with it were begun. When they stopped work for the season on December 10 last they had excavated about 9,900 cubic yards, which represents the work done by their dredge for the year 1907. Besides this small quantity of excavation a little clearing has been done.

Section No. 2.—This section extends from Holland landing to Newmarket, a distance of 4⅓ miles, on which there are three locks with a total rise of 43 feet above Lake Simcoe. A contract for the execution of the work was entered into with Mr. John Riley on February 12, 1908, and assigned by him to Messrs. Russell, Dill & Lothian on February 19, 1908, since which date they have been making preparations to proceed with the works embraced in the contract.

Queensville road bridge.—Messrs. D. Conroy & Sons, contractors for the bridge, completed the substructure of the bridge last July, and the Dominion Bridge Company put the superstructure on the piers the following month. Last fall the contractors for the substructure made up the approaches sufficiently wide and high to permit the use of the bridge by the public during the winter. These approaches will be finally completed this spring.

ONTARIO-RICE LAKE DIVISION.

During the last session of parliament the government adopted the all-river route, by the Trent river with the terminal point at Trenton, on Lake Ontario as the southern outlet of the canal and voted a sum of $700,000 to begin the work. As soon as this vote was available instructions were issued by the department last April to organize an engineering staff and proceed with the work of preparing plans and specifications for letting of contracts. In accordance therewith offices were established at Trenton, Campbellford and Hastings and the work of obtaining the additional field data for the preparation of the plans begun. For construction purposes the 58 miles of river, with a fall of 369 feet between Rice lake and Trenton ,is divided into seven sections. The locks of this division will have eight feet four inches of water on the sills and chambers 33 feet wide by 175 feet long between Hollow Quoins. The short canals at each lock and the river reaches will have a depth at normal water level of nine feet. All locks, dams, bridge piers and other structures will be built of concrete and all the works embraced in the construction of the canal will be furnished in a most substantial and permanent manner.

To date the plans and specifications for sections 1, 2, 3 and 5 have been completed and the contracts for them awarded. The plans for sections 4, 6 and 7 are in course of preparation.

Section No. 1.—This section extends from Trenton to Glen Millar, a distance of about four and a quarter miles. On the section are three lift locks of 20, 20 and 27 feet lifts. A contract for the work was entered into with Messrs. Larkin & Sangster on March 10, 1908, since which date the contractors have delivered a large quantity of plant on the ground and have now at work a steam shovel in the deep cutting south of the Grand Trunk Railway at Trenton.

Section No. 2.—This section extends from Glen Millar to Frankford, a distance of about four and a half miles. On the section are three lift locks of 18, 18 and 16 feet lifts. A contract for the work has been awarded to Messrs. Dennon & Rogers.

Section No. 3.—This section extends from Frankford to a point three miles west of Glen Ross. The total length of the section, measured along the centre line of the canal and river channel, is seven and one-half miles. At Glen Ross there is a lock of nine feet to overcome the fall of Chisholm's rapids. A contract for the work has been awarded to the Canadian General Development Company.

Section No. 5.—This section extends from Campbellford to Crow bay, a distance of three miles. On the section are two lift locks of 23 and 25 feet. A contract for the work was entered into with Messrs. Brown & Aylmer on September 28, 1907. Since then the contractors have finished the middle falls dam, except the concrete platform across the top of it, and during the past winter delivered a large quantity of gravel for concrete, of which there are now on hand 15,000 cubic yards. The contractors hope this season to build and finish the lock at Middle Falls and part of the dam at Stephen's rapids. They have also delivered large quantities of timber and other building material.

The contract for these seven sections will all involve large quantities of submarine rock and earth excavation for which dredges, scows, tug and drill boats will have to be built on each section, which will mean considerable delay in beginning the submarine excavation on each contract. Messrs. Brown & Aylmer during the past winter delivered from British Columbia all the fir required for the construction of their dredging and drilling fleet, which they are now building on Crow bay, but which will not be in commission until late this summer.

I am, sir, your obedient servant,

ALEX. J. GRANT,
Superintending Engineer.

RIDEAU CANAL.

SUPERINTENDING ENGINEER'S OFFICE.

OTTAWA, April 1, 1908.

SIR,—I have the honour to submit herewith my report on the Rideau canal for the fiscal year ending March 31, 1908.

Navigation opened at Ottawa May 1, 1907. Navigation opened at Kingston Mills May 1, 1907. Navigation closed at Ottawa November 29, 1907. Navigation closed at Kingston Mills November 27, 1907.

At this time last year, when I sent in my last annual report, the spring freshet was in progress and in addition to the damage done to the apron at Hogsback and to the waste weir at Black Rapids, the ice wrecked the timber lay by piers at the Nar-

rows, both above and below the lock, details of which will be found under the heading of the Narrows lock.

Towards the close of last season some trouble was occasioned to navigation on account of exceptionally low water in lower Rideau lake, when the water fell so low that the regular line boats had difficulty in getting through the cut leading from the lake to Poonamelee lock, in fact, a lighter draft vessel had to be put on in place of one of the regular boats.

This occurred about the middle of October and was the result of a phenomenally dry summer.

The spring freshet has not commenced yet this year, and although a larger quantity of snow fell last winter than I have ever known before, yet much of it has melted and run off quietly on account of warm days followed by frost at night, so that when the break up does come, which will be in the course of a few days, the quantity of snow will have been so reduced that I do not consider there will be more than a normal volume of water to run off.

In addition to this, the ice is not nearly so thick as it usually is, so that all things being considered, I do not anticipate much damage this spring either from high water or ice.

The principal works and repairs executed along the line of the canal during the last fiscal year are as follows:—

OTTAWA LOCK STATION (8 LOCKS).

Portion of the wharfing round the basin, from Laurier bridge to about opposite the new skating rink, was taken up and relaid with 3-inch hemlock plank and new cedar stringers laid under the same. Three new sluice frames were put in at the locks and four new chain blocks. Sundry small repairs were made to the lock masonry. I regret to have to record the sudden death last July of Mr. N. W. Clarke who was for 19 years lockmaster at this station.

OTTAWA EAST BRIDGE.

Small repairs were made to the flooring of the swing span and also to the bridge keeper's house.

BANK STREET BRIDGE.

The swing span was replanked with 3-inch hemlock plank and sundry small repairs made to the bridge keeper's house.

CONCESSION STREET BRIDGE.

No repairs were required here.

HARTWELL'S LOCK STATION (2 LOCKS).

Two pairs of lock gates were put in here. Some new storm sash were purchased for the lock house. A dry wall about 150 feet long was built below the waste weir to prevent further erosion of the banks of the waste water channel and sundry small repairs made to the station generally.

HOGSBACK LOCK STATION (2 LOCKS).

As stated above, considerable damage was done at this station by the spring freshet of 1907 as follows:—

The large timber apron below the west bulkhead was completely wrecked by ice and washed out by the spring freshet.

This apron, which was about 175 feet square, was built of cribwork filled with stone and planked with 3-inch plank. Down each side runs a wing crib 12 feet wide and about 8 feet higher than the apron floor.

All this was carried out and the soft shaley rock was scoured out in large flakes, some of which were three feet thick.

When the water subsided it was found that the work of rebuilding was of much greater magnitude than was first supposed, and, in fact, it took a month to clear away the wreckage and debris.

The whole apron has been rebuilt with round timber at the bottom, with the two top courses of sawn hemlock, all filled with stone and planked with oak plank.

A greater slope has been given the apron so that the ice and water now have a much better vent, and the wing cribs have been rebuilt with square timber and filled with stone.

The middle pier between the two bulkheads, which was also broken by ice, has been taken down and rebuilt, and a protection crib over 100 feet long has been built at the junction of the bulkhead with the main dam.

The stone wall between the two bulkheads was also broken for about 50 feet, but has been rebuilt with Portland cement—the original wall being of heavy dimension stone laid dry.

All these repairs, which were absolutely necessary and which had to be made immediately, have cost a large sum of money, and it is mostly on this account that I had to apply to the department for additional funds in the supplementary estimates. Some dredging was done here last May by one of the dredges belonging to the Public Works Department and the clay excavated deposited in front of the bulkhead and dam to stop leakage.

Two new string bars were placed on the lock gates. Some storm sash were purchased for the new lock house. Portion of the tow-path was rip-rapped and sundry small repairs were made to the station generally.

BLACK RAPIDS LOCK STATION (1 LOCK).

As stated in my last report, the centre bent of one of the stoplog weirs (containing two bays of stoplogs) was carried out by the ice last year, so that until it was replaced no stoplogs could be put in. As this could not be done owing to high water, long boom timbers were substituted for stoplogs and were braced in the centre and sheeted upstream. By this means the water was held up satisfactorily all last season, and it was intended to rebuild the weir last year, the materials for doing which were delivered on the ground before navigation closed. However, the water was so high all last winter that it was found to be impossible to do the work without building expensive coffer dams both below and above the weir and pumping it out. I therefore decided to leave the weir as it is for the ensuing season of navigation, but it has been again braced and strengthened and I am confident will serve its purpose for another season, its appearance being its worst feature. As the nature of the bottom (which is composed of loose stone and seamy rock) makes the construction of tight coffer dams such very costly work, I trust my action in deferring the repairs until a more favourable season will meet with your approval. One new sluice frame was put in at the lock. A new kitchen was built at the lock house and sundry small repairs were made to the station generally.

LONG ISLAND LOCK STATION (3 LOCKS).

About fifty feet of sheet piling, 10 inch x 12 inch x 20 feet long, was driven above the bulkhead. This completes this work and will I hope have the desired effect of stopping the constant washing out of the clay, and thus save a considerable item of expense annually in replacing the same. Sundry small repairs were made to the station generally.

MANOTICK BRIDGE.

The swing span was rebuilt last winter and some new planking laid on the floor of the fixed spans.

WELLINGTON BRIDGE.

No repairs were required here last year.

BECKETT'S LANDING BRIDGE.

No repairs were required here last year.

BURRIT'S RAPIDS LOCK STATION (1 LOCK).

Sundry small repairs were made to the embankments above the lock and to the station generally.

NICHOLSON'S LOCK STATION (2 LOCKS).

Small repairs were made to the lock house and also to the store house and to the station generally.

CLOWE'S LOCK STATION (1 LOCK).

Sundry small repairs were made to the station generally.

MERRICKVILLE LOCK STATION (3 LOCKS AND 2 BASINS).

The lower mitre sill of lock 21, which had been leaking badly, was repaired, rebolted to the rock and filled with concrete. For this work it was necessary to build a coffer dam below the lock and pump it out. The sill is now as good as new. The north wall of the lower basin was grouted and pointed with Portland cement. Sundry small repairs were made to the station generally.

KILMARNOCK LOCK STATION (1 LOCK).

Sundry small repairs were made to the station generally.

EDMOND'S LOCK STATION (1 LOCK).

The lower gates of lock 25 were rebuilt and the upper mitre sill was taken down and rebuilt with new dimension stone. One new sluice frame was put in the upper sluices. A small apron of planked cribwork, below the waste weir, was washed out bodily last winter when the stoplogs were taken out to lower the reach for repairs to the station above. This apron stranded intact about 100 feet below the weir and will be rebuilt during the coming summer. The stability of the weir is in no wise endangered by this somewhat curious accident.

OLD SLYS LOCK STATION (2 LOCKS).

A new pair of lock gates was put in between locks 26 and 27 and the masonry piers at this spot as well as the gate recesses were taken down and rebuilt with new dimension stone. The middle mitre sill also was partly rebuilt with two new courses of stone. The lock house was reshingled and small repairs made to the interior. The timber lay-by piers above the lock were renewed with three new courses of timber and sundry small repairs made to the station generally.

SMITH'S FALLS COMBINED LOCK STATION (3 LOCKS AND V BASIN).

The old crib filling between the wing wall of the upper lock and the stone pier of the swing bridge having become rotten is now being taken down and rebuilt with

portion of the old stone from Old Slys lock. The timber lay-by piers in the basin have all been renewed for four courses. I am having the south side of the basin, which is too shallow to float any boat and which occasions an useless waste of water every time the basin is filled for locking, gradually filled up year by year, thus reducing the volume required to fill it. The lock house is in a bad condition; in fact, I have delayed repairing it as I consider that it is not worth it, and have included an item in my estimates submitted to you last August for a new house. Sundry small repairs were made to the station generally.

SMITH'S FALLS DETACHED LOCK STATION (1 LOCK).

The bridge crossing the mill pond was replanked. A new brick chimney was built to the lock house and sundry small repairs were made to the station generally.

POONAMALEE LOCK STATION (1 LOCK).

The masonry of lock 32 being in bad condition, a coffer dam was built below and the lock pumped. Both lower wing walls and gate recesses were taken down to be rebuilt and the lower mitre sill repaired and concreted. The upper gate recesses were taken down to be rebuilt as far as the level of the upper mitre sill. Two new sluice frames were put in. This work is not actually completed, but will be, I hope, by the 15th of this month. A new storehouse was built here on the south side of the lock to replace the old one which has stood so long on the north side. Why the old one was built on the north side I cannot imagine, as it is practically on an island and no teams can ever reach it except in winter time when a rough bridge is thrown across the lock.

BEVERIDGES LOCK STATION (2 LOCKS).

Two new pairs of lock gates are being put in here. One pair is finished and the other pair will be completed in a week or ten days. Sundry small repairs were made to the station generally.

PERTH BASIN.

Sundry small repairs were made to the wharfs in the basin, to the tow-path road and culverts and to the flooring of the four bridges belonging to the department. The appearance of the basin in the town has been greatly improved by the Perth Horticultural Society, who, assisted by our bridge keepers, have put in flower beds and seeded and graded up the banks.

OLIVER'S FERRY BRIDGE.

No repairs were made to this bridge last year, but next winter the piers on which the superstructure rests will have to be rebuilt from low water mark up.

THE NARROW LOCK STATION (1 LOCK).

The masonry of this lock (No. 33) being in bad condition, it was unwatered (the coffer dams having being built by contract with Mr. Fred Alford, of Elgin, and the pumping done with our own steam plant) and taken down and rebuilt with new dimensions stone. Two pairs of new lock gates were put in. The lay-by piers, both above and below the lock, were badly wrecked by ice last spring, the two top courses of timber having been lifted up and broken. The lower piers have been rebuilt, but the water in the upper Rideau was too high last winter for the upper piers to be repaired, so, although the timber was on the ground, we could not repair them, but this will be done next autumn when the lake is low.

NEWBORO LOCK STATION (1 LOCK).

The bulkhead at the upper entrance to the cut was badly damaged by the ice last spring and had to be almost entirely rebuilt, but it is now in good shape. Sundry small repairs were made to the station generally.

CHAFFEYS LOCK STATION (1 LOCK).

One new pair of lock gates were put in at lock 35. The swing bridge was replanked. Small repairs were made to the kitchen of the lock house and to the station generally.

DAVIS'S LOCK STATION (1 LOCK).

Sundry small repairs were made to the station generally.

JONES'S FALLS LOCK STATION (4 LOCKS AND 1 BASIN).

The lower sill of the upper lock No. 37 has been repaired and will be renewed next winter. The lower sill of lock 40 was also repaired by our diver and rebolted and strapped. Sundry small repairs were made to the dam, bridges and station generally.

BRASS'S POINT BRIDGE.

No repairs were made here last year.

UPPER BREWERS LOCK STATION (2 LOCKS AND 1 BASIN).

Two new swing bars were framed and placed on the gates of lock 42. Sundry small repairs were made to the station generally.

LOWER BREWERS LOCK STATION (1 LOCK).

The waste weir was entirely rebuilt and a new set of stoplogs furnished for the same. Small repairs were made to the lockmaster's house and to the station generally.

KINGSTON MILLS LOCK STATION (4 LOCKS AND 1 BASIN),

A hot air furnace was placed in the new lock house, the lockmaster contributing 25 per cent of the cost of the same. The western embankment was repaired, the stone being furnished and spread by contract with Mr. William Keenan. Sundry small repairs were made to the station generally.

GENERAL.

The Douglas fir dimension timber used last year for lock gates and heavy structures was purchased by contract with the Ottawa Lumber Company, the quantity being 136,695 feet B.M.

The Portland cement used in the masonry repairs was purchased by contract with Mr. Adam Foster, of Smith's Falls, the quantity being 1,600 barrels. The annual supply of white lead for painting, amounting to 5,500 pounds, was purchased by contract from Mr. W. G. Charleson, of Ottawa.

DREDGING PLANT.

The dredge *Rideau* was employed last season in dredging the approaches to the wharf at Seeley's bay and also at Westport on the lower Rideau. She also dredged out the river immediately below the dam at Black rapids lock station, and wintered in the basin at Ottawa.

She has been extensively repaired during the winter. The machinery has been overhauled and repaired, new spuds framed and her bottom caulked and the crane repaired.

The new tug *Loretta*, which was built under contract with the Polson Iron Works of Toronto, was delivered last August and is fully up to specification. The old tug *Shanly*, which was taken in part payment for the new boat, was handed over to the Polson's captain at Kingston, where he had brought the new tug from Toronto.

The *Loretta* was employed in August, September and October in towing the dredge and scows, freighting timber and supplies with flat scow and on inspection work.

A new coal scow is required for the dredge and will be built next winter.

The thanks of this branch of the department are due to the Department of Public Works for their courtesy in lending us the dredge *Nipissing*, tug and two dump scows for two weeks last May to dig and deposit clay in front of our works at Hogsback station, where heavy leakage existed, and when our own dredge could not be brought to the spot.

A system of channel marks has been commenced on this canal by the Department of Marine at the request of some of the boat owners. Two levels were so marked out last season with tripods on which lanterns were hung at night, and I understand that two more levels are to be so marked out this season.

In conclusion, may I be permitted to state that the extension of hours for passing boats up to 6 a.m. and from 9 p.m. on Sundays was much appreciated by persons using the canal last season and proved a great convenience to all concerned.

I attach hereto a table showing the highest and lowest water each month on the lower sills of locks Nos. 1 and 47, at Ottawa and Kingston Mills respectively, from April 1, 1907, to March 31, 1908.

I have the honour to be, sir,
your obedient servant,

ARTHUR T. PHILLIPS,
Superintending Engineer.

M. J. BUTLER, Esq., C.E.,
Chief Engineer,
Department Railways and Canals,
Ottawa.

RIDEAU CANAL.

SUPERINTENDING ENGINEER'S OFFICE.
OTTAWA, April 1, 1908.

CANALS REVENUE BRANCH.

TABLE showing monthly the highest and lowest water on the lower mitre sills of Locks Nos. 1 and 47, at Ottawa and Kingston Mills Lock Stations respectively, from April 1, 1907, to March 31, 1908.

OTTAWA, LOCK NO. 1.				KINGSTON MILLS. LOCK NO. 47.			
Highest.		Lowest.		Highest.		Lowest.	
	Ft. In.		Ft. In.		Ft. In.		Ft. In.
Apr. 2–4	15 5	Apr. 25–26	11 3	Apr. 24–30	9 1	Apr. 1–3	8 10
May 25–26	19 10	May 1	12 7	May 17–31	9 3	May 1–8	9 1
June 1	19 2	June 30	15 1	June 25–30	9 5	June 1–19	9 3
July 3–4	15 2	July 31	11 1	July 28–31	9 10	July 1–2	9 5
Aug. 1–2	11 1	Aug. 29–31	8 1	Aug. 1	9 10	Aug. 31	9 0
Sept. 31	9 11	Sept. 8	7 8	Sept. 1–6	9 0	Sept. 16–26	8 10
Oct. 19–20	10 7	Oct. 6	9 7	Oct. 1–6	8 11	Oct. 31	8 6
Nov. 11	13 3	Nov. 1–2	9 11	Nov. 1–2	8 6	Nov. 22–30	8 2
Dec. 18–20	11 6	Dec. 2	10 3	Dec. 25–31	8 7	Dec. 1–3	8 2
Jan. 1–2	11 0	Jan. 27	9 6	Jan. 22–31	8 11	Jan. 1–7	8 7
Feb. 1–2	10 0	Feb. 12–14	9 4	Feb. 1–3	8 11	Feb. 12–19	8 9
March 31	11 9	Mar. 11–14	9 0	Mar. 31	10 0	Mar. 1	8 9

A. T. PHILLIPS,
Superintending Engineer.

ST. PETERS CANAL.

ST. PETERS, C.B., March 31, 1908.

SIR,—I have the honour to submit my annual report on work and operation on St. Peter's canal under my charge during the fiscal year ending March 31, 1908.

Item 1.—Placing 7 new iron castings under canal swing bridge and replacing 5 new braces of wood under the bridge.

Item 2.—Putting 7 new mooring posts.

Item 3.—Repairing damage done to inside low water gate, west side, by schooner *Argosy*.

Item 4.—Taking up toe roller on inside high water gate, west side, and strengthening out toe roller bar that was sprung.

Item 5.—Shimming up the tracks on three of the other gates and putting on 5 new chains.

Item 6.—Putting in 20 new hanging fenders and building resting pillows to hang them on and repairing 14 of the old resting pillows and hanging fenders on same.

Item 7.—Whitewashing government warehouses and fence around the government property and putting in a new platform at warehouse.

The necessary repairs and improvements were inspected last September by Mr. Ross, engineer, a report of same, I presume, was submitted to the department.

Navigation opened on canal May 1, 1907, and closed January 14, 1908, during that time 1,332 steamers and vessels passed through the canal.

There is one tidal lock and four pairs of gates on St. Peters canal.

Meantime, I am, dear sir,
your obedient servant,

J. H. DEVEREUX,

M. J. Butler, Esq.,
Chief Engineer and Deputy Minister,
Department Railways and Canals,
Ottawa.

TRENT CANAL.

Peterborough, May 11, 1908.

Sir,—I have the honour to submit herewith my annual report of the maintenance and operation of the Trent canal for the year 1907-8.

The extent of the canal now completed and in operation covers a stretch of 160 miles.

The navigation opened and closed on the different stretches as follows:—

Hastings to Peterborough, opened April 20, closed November 23.

Peterborough to Lakefield, opened May 29, closed November 14.

Lakefield to Bobcaygeon, opened May 3, closed November 28.

Bobcaygeon to Rosedale, opened May 3, closed November 23.

Balsam lake to Lake Simcoe, officially opened for public traffic July 6, closed October 26.

The following work was carried out during the year on the division extending from Healey's Falls to Bobcaygeon:—

HASTINGS.

The lockmaster's house was overhauled and put into a good state of repair. The lock gates were repainted. The bridge was repainted and replanked.

RICE LAKE.

A lighthouse was erected at the entrance to the east channel of the Otonabee river.

IDYL WILD.

A new top was placed on the wharf and the crib work was filled with stone.

HALL'S LANDING.

A new steamboat landing was built.

GORE'S LANDING.

The steamboat channel to the dock was dredged.

OTONABEE RIVER.

A channel, 9 feet in depth, 1,200 feet in length and 100 feet wide, was dredged at Dangerfield.

SMITHSON'S LANDING.

A new wharf was built at this point.

WALLACE'S POINT.

A new dock, costing $1,200, was built here.

PETERBOROUGH STREET RAILWAY TERMINAL.

A new dock, at the cost of $1,400, was built here.

PETERBOROUGH LOCK.

The lock gates were repainted, the booms were repaired and the boom piers were renewed and filled with stone.

SECTION EXTENDING FROM PETERBOROUGH TO LAKEFIELD (10 MILES).

There are six locks and the hydraulic lift lock on this stretch. All the lock gates on this section as well as the fences were painted. A new timber slide was put in at No. 5 dam.

LAKEFIELD.

The timber booms extending from Lakefield to Young's Point were overhauled and placed in proper position.

YOUNG'S POINT.

A new concrete entrance pier was constructed at the upper entrance to the lock. The government property was properly fenced. The lockmaster's office was renovated.

CLEAR LAKE.

A new lighthouse was placed at the entrance to the channel leading to Young's Point. A lighthouse was placed at the entrance to Stony lake.

STONY LAKE.

A number of small docks, both public and private, were raised. This was done at the expense of the department by reason of the department's raising the water level in the lake. The raising of the water afforded good navigation, but in doing so the wharfs which had been erected according to the former level were submerged. The wharfs were raised in proportion to the height the water was raised over the former level.

BURLEIGH FALLS.

The bridge over Perry's creek was renewed.

LOVESICK.

A new dam was built at this point.

BUCKHORN.

A new concrete upper entrance pier to the locks was built. Four new lock gates were put on and new modern opening apparatus was installed.

The following work was carried out during the past year on the division extending from Boycaygeon to Balsam lake, including the Scugog river stretch of navigation.

LINDSAY.

On the Lindsay river we erected nine new lighthouses, placed lights on two beacons, making thirteen lighthouses in all on the Lindsay river between Lindsay town and Sturgeon lake, a distance of about seven miles. This river is very circuitous in its route which makes this number of lighthouses necessary.

The Wellington street bridge was temporarily repaired with new timber where required. However, a new bridge is necessary at this point.

A shelter was erected for the bridge tender at Wellington street.

Minor repairs were made to the Lindsay locks and lock gates.

FENELON FALLS.

The lockhouse and lock gates were repaired and painted and a dry wall of concrete was built at the lower end of the lock to retain the embankment that was continually being washed away by the rainstorms.

At the lower entrance at the south side we built a concrete landing pier, 60 feet x 16 feet.

CAMERON LAKE.

A new lighthouse was built at the entrance to the boat channel from Cameron lake west of the railway bridge.

BALSAM LAKE.

At Rosedale the old locks were repaired and some minor repairs were carried out on the dam and slide. A new lock and dam are in course of construction here.

A new pier and lighthouse were built at the entrance to the boat channel from Balsam lake to the Rosedale lock.

We buoyed out the boat channel leading from Rosedale across Balsam lake to the entrance of the canal.

The channel from Rosedale up Balsam lake and Gull river to Coboconk was buoyed out.

The following work was carried out during the past year on the division extending from Balsam lake to Lake Simcoe:—

PORTAGE ROAD.

A turning basin was dredged at this point and the mouth of Grass river was dredged out so that ordinary small steamers drawing six feet of water and not more than 50 feet long can now navigate up the Grass river to Victoria road, a distance of 4½ miles.

FROM KIRKFIELD TO BOLSOVER.

Considerable work was done between these two points on the Lake Simcoe-Balsam lake division in removing floating stumps, logs and booms that were continually blowing in from the drowned lands on this division.

FOURTH CONCESSION BRIDGE.

The embankments were all resodded and three miles of fencing leading to the drowned lands in Eldon and Carden townships was built.

BOLSOVER.

The bridge at Bolsover was painted.

BOUNDARY ROAD.

This bridge was painted and a small shelter was placed here for the accommodation of the bridge tender.

LOCK NO. 1.

The lock gates were repainted and some minor repairs carried out. A new lock house was also erected at this point.

LOCK NO. 2.

The lock gates were repainted and some minor repairs done, and a new lock house was erected at this point.

DAM NO. 3.

We built a concrete abutment for a road bridge and concrete protection walls connecting the bridge abutments with dam No. 3 to prevent the water from washing out the embankments.

The channel between lock No. 1 and lock No. 2 was buoyed out.

LOCK NO. 3.

The lock gates were painted and a new lock house was built for the lockmaster.

LOCK NO. 4.

The lock gates were painted and a new lock house was built for the lockmaster.

LOCK NO. 5.

The lock gates were painted and a new lock house was built for the lockmaster. The middle road bridge at this lock was repainted.

A drain, 800 feet in length, 200 feet of which is 14-inch tile, was put in on the north side of the canal at this point for the purpose of carrying off the seepage from the canal above the lock and preventing damage to the adjoining property.

A new store house was built at this lock.

LAKE SIMCOE.

A lighthouse at the entrance of the canal on Lake Simcoe was erected.

The following work was performed on what is known as the 'Reservoir Waters,' and which consist of numerous lakes, rivers and streams, not on the route of, but tributary to the Trent canal.

ON THE BURNT RIVER.

Pine lake dam.—We rebuilt this dam. The structure is 100 feet long and it was built of concrete. A new slide 150 feet long was put in.

Stormy creek.—We repaired three slides in this creek.

Bear lake.—We repaired the dam and slide.

Grace lake.—The road around Grace lake was raised 18 inches. The road is one-half mile long and heretofore it was flooded by reason of our conserving the water in the lake.

Contain lake.—The dam and slide at this point were repaired.

Devil's lake.—The slide had been carried away in the spring by the high water. It was, therefore, repaired by us.

White lake.—The front of the dam was regravelled.

Townsend's dam.—We built a new slide at this point. The dam was also repaired and new stop logs were provided.

Gooderham.—A new store house was built for the use of the foreman on the Burnt river waters.

ON THE GULL RIVER.

Norland.—The dam at this point was rebuilt. The slide was repaired.

Elliott's Falls.—A new platform was placed on the dam and minor repairs carried out.

Moore's falls.—New rollers for raising stop-logs were installed and some new stop-logs were provided.

Horseshoe lake.—This dam is in a poor state of repair and will have to be renewed shortly. The platform was temporarily repaired and other minor repairs carried out.

Hawke lake.—This dam was raised three feet and now affords a greater reservoir capacity than formerly.

Kenesee lake.—The face of this dam was gravelled and new stop-logs were placed in the dam.

Eagle lake.—A shelter for the foreman on these waters was built on this lake.

Oblong lake.—A new boat house was built for the use of the department here.

ON THE SQUAW RIVER.

Dam No. 1 and dam No. 2 were repaired and stop-log posts and glance piers were placed on the two dams.

ON THE MISSISSAUGUA.

Gull lake.—The dam was repaired and some new stop-logs and stop-log rollers were installed.

Eagle lake.—This dam was overhauled and put in good repair.

Deer lake.—This slide was repaired; new planking was put in the slide where required.

Scott's dam.—New stop-logs were provided.

ON JACK'S CREEK.

The dams on this creek and on Jack's lake were repaired.

PLANT.

During the past year we have had built for towing and inspection purposes a splendid new craft which we have named the *Bessie Butler*.. The boat was built by contract by the Polson Iron Works.

We have also completed a new scow 80 feet in length and 22 feet beam.

During the year the dredge *Trent,* which we loaned to the Department of Public Works, sank and is a total wreck in so far as the hull is concerned. The machinery is in good condition and will be used for a new dredge.

A new sweeping scow was built for the use of the engineer's staff.

THE WORK OF THE TUGS.

During the past year the tug *Bob Hall* was engaged principally on the Lake Simcoe-Balsam lake division and on the Lindsay river.

The tug *Sovereign* was engaged in painting buoys, towing material for repairs and was also used for inspection purposes.

The tug *Empire* was engaged with the dredge *Emmerson*.

GENERAL.

During the year two of the outside officers were called away by death. These were Timothy Leary, lockmaster at No. 2 lock on the Lake Simcoe-Balsam lake division, and William Trennum, bridge tender at the Peterborough locks bridge.

The water in the entire system has been kept at a steady and uniform height, and there have been no complaints from the steamboat interests or power development companies during the year in this respect.

On July 6 the formal opening of the Kirkfield hydraulic lift lock took place. the lock being officially opened for public use by Hon. Mr. Lemieux, Postmaster General. The affair was attended by several thousand people and it marked an important epoch in the history of the canal, the opening of this lock now affording a connection by water between Lake Simcoe and Balsam lake and making a straight stretch of navigation extending 160 miles, from Orillia to Healey's Falls, some 16 miles below the village of Hastings.

The traffic on the canal continues to increase in volume and the past year witnesesed the largest number of lockages in any one year in the history of the canal.

I am, sir, your obedient servant.

J. H. McCLELLAN,
Superintendent.

M. J. Butler, Esq., C.E.,
Deputy Minister Railways and Canals.
Ottawa, Ont.

TRENT CANAL SURVEYS OF ROUTES.

Office of the Engineer in Charge,
Ottawa, Canada, April 4, 1908.

Sir,—I have the honour to submit my report upon the works in connection with the surveys of routes for the Trent canal, under my charge for the fiscal year ended March 31, 1908, as follows:—

The survey for a proposed outlet for the Trent canal from Lake Simcoe to the Georgian bay, via the Nottawasaga river, which had been commenced on March 21, 1907, and was in progress at the beginning of the last fiscal year, was continued, with one party in the field, and prosecuted with the care and precision commensurate to the object in view, which was to obtain the necessary data to enable a comparison to be made with other rival outlet routes to the Georgian bay.

The survey was carried on with great vigour, and the field work thereof was finally completed and the party paid off and disbanded on June 29, 1907. The staff then returned to Ottawa and immediately started work in the office on the preparation of the plan and profiles and calculation of quantities for the estimates.

This work is now well advanced toward completion. On February 29, 1908, completed the general plan and profiles of projected location of alternative canal routes in connection with the proposed improvements of section No. 3 of the east branch of the Holland river from Newmarket to Aurora in the province of Ontario; also report

and alternative detailed estimates, including computations for water supply storage reservoirs, &c.

On the 27th ultimo, finished the office work with respect to the proposed improvements of the west branch of the Holland river to Schomberg, Ontario. This comprised the general plan and profile and detailed plans for necessary structures, &c., 12 in all, and likewise the report and alternative detailed estimates, all of which have been submitted.

I have the honour to be, sir,
your obedient servant,

EDMUND J. WALSH, *M. Inst. C. E.*
Engineer in Charge.

M. J. Butler, Esq.,
Deputy Minister and Chief Engineer.
Ottawa, Canada.

OFFICE OF THE GENERAL CONSULTING ENGINEER TO THE GOVERNMENT.

Ottawa, Canada, May 14, 1908.

Sir,—I have the honour to report upon the progress made with the surveys and the works of construction on the western division of the Grand Trunk Pacific Railway up to the close of the fiscal year ended March 31, 1908.

LOCATION SURVEYS.

Plans and profiles of the proposed location from Winnipeg to the east bank of Wolfe creek, the point where the 'prairie section' terminates and the 'mountain section' begins, a distance of 916 miles (covering the entire 'prairie section'), and from the east bank of Wolfe creek for 169 miles westerly together with the location plans and profiles for a distance of 100 miles from Prince Rupert easterly, have been submitted by the Grand Trunk Pacific Railway Company for approval, all of which have been approved by order in council, excepting those for the first 50 miles out from Prince Rupert which are being held in abeyance by the Board of Railway Commissioners pending inquiry into the question of the location interfering with certain salmon canning factories. This leaves a balance of about 570 miles of the 'mountain section' for which the revised location is incomplete and of which the plans and profiles have not yet been submitted by the Grand Trunk Pacific Railway Company for approval.

From the foregoing statement it will be observed that the length of the 'prairie section' is..... 916 miles.
And of the 'mountain section,' approximately..... 839 "

Making a total approximate distance from Winnipeg to Prince Rupert of. 1,755 miles.

A revised location of the 'mountain section' may possibly reduce this distance by a mile or two.

PROGRESS MADE WITH THE WORKS.

Grading, Culverts and Bridges.

The grading and bridging of the 'prairie section,' 916 miles, and 100 miles of the 'mountain section,' in all 1,016 miles, are under contract.

Six hundred and sixty miles of the section between Winnipeg and a point half a mile west of the North Saskatchewan river bridge are practically completed, leaving a distance on this section of 121 miles upon which very little work has been done,

excepting on two heavy steel structures, viz.: The bridges over the Battle river and the North Saskatchewan river. Upon this 121 miles there remains to be done about 2,000,000 cubic yards of excavation, the building of a few small pile and frame trestle bridges and culverts, also about 60 per cent of the concrete masonry in piers, abutments and pedestals of the Battle river bridge and the erection of the superstructure of this bridge, and also the superstructure of the North Saskatchewan river bridge (the material for these superstructures has not yet reached the site of the bridges.)

From a point half a mile west of the North Saskatchewan river bridge to Wolfe creek, 125½ miles, the only work executed has been the clearing of 939 acres of the right of way. The contract for this section was only awarded to Messrs. Foley, Welch and Stewart during the yast winter, and they have since been busily engaged in the work of bringing in supplies and plant in readiness for a vigorous prosecution of construction work during the forthcoming season. The time limit for completion under this contract is the end of November, 1908.

The same firm have recently been awarded the contract for the first 100 miles from Prince Rupert easterly. No construction work has been done thereon, but they are bringing in supplies and plant in readiness for actiono so soon as practicable.

Upon the 'prairie section,' covering 916 miles, the most important structures are heavy steel bridges resting on concrete masonry piers and abutments as follows:—

1. The Assiniboine river bridge, 10 miles east of Portage la Prairie, 426 feet long, 15 feet high; 1 span, 250 feet; 2 spans, 88 feet each.
2. Miniota branch of the Canadian Pacific Railway, 1 span of 68 feet.
3. Assiniboine river bridge at St. Lazare, 1 span 250 feet.
4. South Saskatchewan river bridge, 1,501 feet long, 74 feet high, 1 span 50 feet, 1 span 125 feet, 1 span 175 feet and 5 spans of 225 feet.
5. Battle river bridge, 2,770 feet long and 180 feet high; a series of short spans on steel trestles with one large span over the river.
6. North Saskatchewan river bridge, 1,635 feet long and 136 feet high; 4 spans of 40 feet, 10 spans 50 feet, 2 spans of 150 feet and 3 spans of 225 feet.
7. Pembina river bridge, 280 feet long and 200 feet high; 4 spans of 40 feet, 7 spans 60 feet and 1 span of 200 feet.

The condition on the work on each af these large structures may be summed up as follows, viz.:—

1. Assiniboine river bridge.—The work is nearing completion.
2. Miniota branch of the Canadian Pacific Railway.—This is completed.
3. Assiniboine river bridge at St. Lazare.—The concrete masonry substructure is completed and the steel superstructure is ready for erection.
4. South Saskatchewan river bridge.—This is completed.
5. Battle river bridge.—About 40 per cent concrete masonry substructure is executed and the steel superstructure is being manufactured.
6. North Saskatchewan river bridge.—The concrete masonry substructure is completed and the steel superstructure is ready for erection.
7. Pembina river bridge.—No work is yet done on this bridge.

TRACKLAYING.

The track has been laid from the 45th mile west of Winnipeg to the 362nd mile, and from the 407th mile to the 468th mile, a distance of 378 miles of main line, in addition to which 37 miles of track is laid in sidings. The work of tracklaying is still in progress.

RAILS.

There are 36,553 tons of 80-lb. steel rails in stock available, sufficient to lay 292 miles; the balance of rails required to enable the track to reach Edmonton is coming forward.

TIES.

There is a stock of 850,000 ties on the ground sufficient to lay 283 miles, and other supplies are arriving almost daily.

Now that the difficulty in procuring ties has been overcome, it is confidently expected that the tracklaying between Winnipeg and Edmonton will be completed by the end of October, 1908, and possibly for some miles west of Edmonton.

INTERLOCKING PLANTS.

Interlocking plants have been installed at the following named crossings of other railways:—

1. The Yarcoe branch of the Canadian Pacific Railway at the 77th mile.
2. The Arizona branch of the Canadian Northern Railway at the 102nd mile.
3. The Miniota branch of the Canadian Pacific Railway at 167th mile.
4. The Prince Albert branch of the Canadian Northern Railway at 465th mile.

BALLASTING.

The track has been ballasted from the 54th mile to the 214th mile, a distance of 160 miles. On some portions there is a first lift of 6 inches and on other portions it is lifted to the full finished height of 12 inches. This 160 miles of the road is in good safe running condition for public traffic.

BUILDINGS.

1. At Portage la Prairie a brick union station has been erected.
2. At Rivers divisional station a station house, 38 feet x 105 feet, an engine house and machine shop are in course of erection; of the first named about 65 per cent and of the two other 95 per cent of the work is done.
3. At Nokomis station a station house has been erected.
4. At Melville divisional station a station house, 41 feet x 137 feet, an engine house and machine shop are in course of erection; of the first named 70 per cent and of the other two 65 per cent of the work is done.

WATER SERVICES.

Water services are in course of construction at the following named points:—

1. Harte station, at 106th mile, water tank, complete except painting.
2. Rivers divisional station, 120th mile, water tank, complete except painting.
3. St. Lazare station, 201st mile, water tank, complete except painting.
4. Welby station, 214th mile, water tank, complete except painting.
5. Gerald station, 228th mile, water tank, complete except painting, but pipe line not laid.
6. Atwater station, 249th mile, a well is being dug.

A gang of well diggers is at work at other stations endeavouring to find water.

CATTLE GUARDS.

One hundred cattle guards are placed in position at public road crossings and 576 are in stock, making a total of 676 already provided.

FENCING.

Fifty-five miles of wire fencing has been erected. The work of fence building has, however, been suspended during the winter season. There are in stock 253,500 posts, 4,374 rolls of wire, 151 kegs of staples and 188 gates with which to continue the work of fence erection upon the opening of the working season of 1908.

TELEGRAPH.

Two hundred and seventy-one miles of telegraph line have been built between Winnipeg and Melville stations; work thereon was, however, suspended during the winter to be resumed about the middle of May, 1908, weather permitting.

EXPENDITURE.

Prairie section	$ 19,465,857 25
Mountain section	1,016,740 12
Total expenditure by Grand Trunk Pacific Railway Company	$ 20,482,597 37

TRAFFIC.

During last autumn, upon requisitions from farmers and others along the line of the Grand Trunk Pacific Railway between Portage la Prairie and Melville stations, cars were placed at stations for grain reception and when loaded were attached to the working trains and hauled into Portage la Prairie and transferred to either the Canadian Pacific or Canadian Northern Railways to go forward. This has doubtless been a great accommodation to the farmers and others concerned.

SUMMARY.

Summarizing my observations, I may say that in June, 1907, I made a personal tour of inspection over the route as projected from Winnipeg to the summit of the Yellowhead pass. On this tour I carried out, in conjunction with the company's engineer, the delimitation of the 'prairie section' as dividing it from the 'mountain section,' in accordance with the provisions of the company's charter and agreement with the government, the point of division being fixed as at the east bank of Wolfe creek, 916 miles from Winnipeg.

At the time of my visit the works of construction were in progress from Winnipeg to the North Saskatchewan river, though owing mainly to the difficulty in procuring a sufficient number of labourers the work of grading and bridging was not advancing at the rate which, before the working season opened, had been looked for.

The distance from Winnipeg to Prince Rupert, the Pacific coast terminus of the road, is approximately 1,755 miles, for which a final location of 1,185 miles has been made with most satisfactory results. Of the balance, 570 miles, a preliminary location has been made, a revision of which is in progress with every prospect of the final location of the whole line being completed in a few months.

The alignment of the 916 miles of 'prairie section' is remarkably good, but for prairie work the works of construction are very heavy. Through the 'mountain section' the surveys show excellent results as to grades and alignment; the works of construction, as might be expected through the Rocky mountains, are heavy, the cuttings being largely composed of solid rock and the structures numerous.

So far as one can predicate from existing conditions, by the close of the working season just entered upon, the grading and bridging of 1,000 miles will probably be completed and the track be laid over 825 miles, and the road for the 470 miles between Winnipeg and Saskatoon ballasted and set up in good form with the necessary station buildings, engine houses, machine shops and water services for efficient operation.

I have the honour to be, sir,
your obedient servant,

COLLINGWOOD SCHREIBER,
Chief Engineer Western Div. N. T. Ry.

The Hon. GEORGE P. GRAHAM,
Minister of Railways and Canals.
Ottawa, Ontario.

PART III

RAILWAY SUBSIDIES

No. 1.

RAILWAY SUBSIDIES.

TABLE of per mile Cash Subsidies paid in aid of Railway Construction, showing amount of Subsidy granted for same Railways.

Number.	Name of Railway.	No. of miles built up to March 31, 1908.	No. of miles paid and provided for.	Subsidy paid and available at March 31, 1908.	Subsidy paid to March 31, 1908.
				$ cts.	$ cts.
1	Albert Southern	16	16	50,460 00	50,460 00
2	†Atlantic and Lake Superior	30	30	165,734 00	144,969 02
3	†Algoma Central and Hudson Bay	77	91	924,976 00	924,976 00
4	Atlantic, Quebec and Western	20	20	64,000 00	64,000 00
5	Baie des Chaleurs	70	70	620,000 00	620,000 00
6	Baie of Quinte	15	35	141,722 45	141,722 45
7	Beauharnois Junction	19·50	19·50	62,400 00	62,400 00
8	Belleville and North Hastings	6·84	6·84	21,888 00	21,888 00
9	Beersville Coal and Railway Co	6·48	7	20,736 00	20,736 00
10	Brantford, Waterloo and Lake Erie	18	18	57,600 00	57,600 00
11	Brockville, Westport and Sault Ste. Marie	44·50	44·50	140,800 00	140,800 00
12	Bruce Mines and Algoma	18	18	53,920 00	53,920 00
13	Buctouche and Moncton	31·75	31·75	101,600 00	101,600 00
14	Canada Atlantic	54·05	54·05	282,355 20	282,355 20
15	Canada Central	120	120	1,525,250 00	1,525,250 00
16	†Canada Eastern	107	107	350,400 00	350,400 00
17	†Canadian Pacific	1,905	1,905	25,000,000 00	25,000,000 00
18	" " extension.*	683·07	698·83	5,916,346 00	5,916,346 00
19	†Cape Breton, extension	30	30	182,400 00	182,400 00
20	Caraquet	67	67	224,000 00	224,000 00
21	Central (of New Brunswick)	45·66	89·50	238,400 00	142,400 00
22	Cornwallis Valley	14	14	44,800 00	44,800 00
23	Columbia and Kootenay	27·75	27·75	88,800 00	88,800 00
24	†Canadian Northern	490	490	1,909,132 00	1,909,132 00
25	" " (Ontario)	.....	270	1,356,800 00	1,316,096 00
26	" " (Quebec)	210·42	213·59	814,658 71	814,658 71
27	Chateauguay and Northern	58	58	391,819 75	391,819 75
28	Cap de la Madeleine	2·32	2·32	7,424 00	7,424 00
29	†Coast of Nova Scotia (now Halifax and Yarmouth)	50	61	160,000 00	160,000 00
30	†Central Ontario	21	40	144,061 36	144,061 36
31	Cumberland	14	14	39,850 00	39,850 00
32	Colchester Railway and Coal Co	4	4	12,800 00	12,800 00
33	Dominion Lime Co	4·80	4·80	15,360 00	15,360 00
34	Dominion Coal Co	27·44	27·44	87,808 00	87,808 00
35	†Drummond County	133·00	135·60	423,936 00	423,936 00
36	†East Richelieu Valley	21·86	21·86	69,952 00	69,952 00
37	Edmonton Yukon Pacific	.....	50	91,200 00	91,200 00
38	Elgin, Petitcodiac and Havelock	12	12	38,400 00	38,400 00
39	Erie and Huron	30	30	96,000 00	96,000 00
40	Esquimalt and Nanaimo	71	71	750,000 00	750,000 00
41	Fredericton and St. Mary's Bridge Co	1·33	1·33	30,000 00	30,000 00
42	Grand Trunk, Georgian Bay and Lake Erie	12·42	12·42	39,744 00	39,744 00
43	Grand Trunk	Bridge.	Bridge.	500,000 00	500,000 00
44	Great Eastern	12·50	12·50	40,345 00	40,345 00
45	Guelph Junction	15·25	15·25	46,000 00	46,000 00
46	†Gulf Shore	16·78	16·78	53,699 20	53,699 20
	Carried forward	4,697·22	5,084·61	43,397,577 67	43,240,108 69

TABLE of per mile Cash Subsidies granted and paid in aid of Railway Construction, &c.—*Continued.*

Number.	Name of Railway.	No. of miles built up to March 31, 1908.	No. of miles paid and provided for.	Subsidy paid and available at March 31, 1908.	Subsidy paid to March 31, 1908.
				$ cts.	$ cts.
	Brought forward	4,697·22	5,084·61	43,397,577 67	43,240,108 69
47	Halifax and South-western	98	246·80	1,238,450 93	1,238,450 93
48	Harvey Branch	3	3	5,553 57	5,553 57
49	Hereford	48·50	48·50	155,200 00	155,200 00
50	Irondale, Bancroft and Ottawa	45	45	144,000 00	144,000 00
51	International (Quebec)	49	49	156,800 00	156,800 00
52	International (N.B.) formerly Restigouche and Western	15	77	246,400 00	178,408 07
53	†Inverness Ry. & Coal Co	60·97	98	390,208 00	368,545 97
54	Joggins	12	12	37,500 00	37,500 00
55	Kettle River Valley Ry. Co	.....	43·40	97,771 52	97,771 52
56	Kingston and Pembroke	15	15	48,000 00	48,000 00
57	Klondyke Mines Railway Co.	30	30	256,000 00	197,184 00
58	Kingston, Napanee and Western	61·35	61·35	208,732 80	208,732 80
59	L'Assomption	3·50	3·50	11,200 00	11,200 00
60	†Lake Erie and Detroit River	126·90	128·05	475,851 00	475,851 00
61	Lake Temiscamingue Colonization	45·84	45·84	310,335 95	310,335 95
62	Leamington and Lake St. Clair	16	16	51,200 00	51,200 00
63	Lindsay, Bobcaygeon and Pontypool	38·70	38·70	185,173 06	185,173 06
64	Lotbinière and Megantic	30	30	96,000 00	96,000 00
65	Manitoulin and North Shore	12·60	12·60	204,800 00	32,000 00
66	Middleton and Victoria Beach	39·30	39·30	125,760 00	125,760 00
67	Montreal and Sorel (now South Shore)	61·50	126·67	517,541 92	296,998 38
68	Montreal and Lake Champlain	83	83	103,600 00	103,600 00
69	Montreal and Western	70	70	361,270 00	361,270 00
70	Montreal and Lake Maskinongé	12·90	12·90	41,280 00	41,280 00
71	Montreal and Ottawa	60	60	192,000 00	192,000 00
72	†Montreal and Province Line	18·3	18·3	58,560 00	58,560 00
73	Montfort Colonization	32·20	32·20	167,440 00	167,440 00
74	Maganetawan River	1·11	1·11	3,552 00	3,552 00
75	†Massawippi Valley	1·68	1·68	5,376 00	5,376 00
76	†Midland (Nova Scotia)	57·18	58	399,060 40	399,060 40
77	Minudie Coal Co. Ltd	5·80	5·80	18,544 00	18,544 00
78	Nakusp and Slocan	36·80	36·80	117,760 00	117,760 00
79	New Brunswick and P. E. Island	35·45	35·45	113,440 00	113,440 00
80	New Brunswick Coal and Railway Co.	15	45	144,000 00	48,000 00
81	New Glasgow Iron and Coal Co	12·45	12·45	39,840 00	39,840 00
82	Nicola, Kamloops and Similkameen	47·20	45	302,080 00	300,800 00
83	Northern Colonization	20·90	20·90	133,760 00	133,760 00
84	Northern Pacific Junction	110	110	1,320,000 00	1,320,000 00
85	Nova Scotia Central	73·50	73·50	235,200 00	235,200 00
86	Napierville Junction Ry. Co	27·10	27·10	173,440 00	173,440 00
87	Ontario, Belmont and Northern	9·60	9·60	30,720 00	30,720 00
88	Ontario and Quebec	61·25	61·25	196,000 00	196,000 00
89	Orford Mountain	34	53·50	192,942 50	192,942 50
90	Oshawa Railway and Navigation Co.	7	7	22,400 00	22,400 00
91	†Ottawa, Northern and Western (formerly Ottawa & Gatineau Valley)	90·14	93·86	414,931 20	414,931 20
92	†Ottawa and New York	53·87	53·87	262,384 00	262,384 00
93	†Ottawa, Arnprior and Parry Sound	159·58	159·58	779,712 00	779,712 00
94	Parry Sound Colonization	47·75	47·75	152,800 00	152,800 00
95	Pontiac and Pacific Junction	70	70	193,578 00	193,578 00
96	†Phillipsburg Junction	7·41	7·41	23,712 00	23,712 00
97	Pontiac and Renfrew	4·25	4·25	13,600 00	13,600 00
98	Pontiac and Pacific and Ottawa and Gatineau	Bridge.	Bridge.	212,500 00	212,500 00
99	†Pembroke Southern	20	20	64,000 00	64,000 00
100	Port Arthur, Duluth and Western	84·75	84·75	271,200 00	271,200 00
101	Quebec Central	83	83	403,980 69	403,980 69
102	Quebec Bridge Co	Bridge.	Bridge.	374,353 33	374,353 33
103	Quebec and Lake St. John	245·85	245·85	1,304,215 50	1,233,943 50
	Carried forward	7,208·13	8,004·91	57,203,288 04	56,336,453 56

TABLE of per mile Cash Subsidies granted and paid in aid of Railway Construction, &c.—*Concluded.*

Number.	Name of Railway.	No. of miles built up to March 31, 1908.	No. of miles paid and provided for.	Subsidy paid and available at March 31, 1908.	Subsidy paid to March 31, 1908.
				$ cts.	$ cts.
	Brought forward	7,208·13	8,004·91	57,203,288 04	56,336,453 56
104	Quebec, Montmorency & Charlevoix	30	30	96,000 00	96,000 00
105	Shuswap and Okanagan	51	51	163,200 00	163,200 00
106	South Norfolk	17	17	54,400 00	54,400 00
107	St. Catharines and Niagara Central	12	12	38,400 00	38,400 00
108	St. Clair Frontier Tunnel	2·23	2·23	375,000 00	375,000 00
109	St. Lawrence and Lower Laurentian	38·85	38·85	217,600 00	217,600 00
110	St. Louis, Richibucto and Buctouche	7	7	22,400 00	22,400 00
111	†St. Lawrence and Adirondack	33·51	33·51	149,481 60	149,481 60
112	†St. Mary River	44	46	177,400 00	148,094 00
113	St. Stephen and Milltown	4·64	4·64	14,848 00	14,848 00
114	Schomberg and Aurora	14·42	14·42	46,144 00	46,144 00
115	Temiscouata	112·95	112·95	645,950 00	645,950 00
116	†Thousand Islands	5·19	5·19	29,840 00	29,840 00
117	†Tilsonburg, Lake Erie and Pacific	33·96	47·50	117,431 48	117,431 48
118	Tobique Valley	27·88	27·88	134,016 00	134,016 00
119	Toronto, Grey and Bruce	4·58	4·58	14,656 00	14,656 00
120	†United Counties	59	59	188,816 00	188,816 00
121	Waterloo Junction	10·25	10·25	32,800 00	32,800 00
122	Western Counties	20	20	500,000 00	500,000 00
123	Western Ontario Pacific	18·75	18·75	60,000 00	60,000 00
124	York and Carleton	10·35	10·35	32,896 00	32,896 00
	Total	7,765·69	8,578·01	60,314,567 12	59,418,426 64

‡Add subsidy of used rails as per statement, part iii., page 6, $152,305.20, and Atlantic and Northwestern, $3,545,400, less subsidy Canadian Pacific Railway, main line, $25,000,000, and Western Counties Railway, $500,000, which will then agree with statement of subsidies in part i, page 50, viz., $37,616,131.84.

*Includes the mileage of the North Shore Railway, 160 miles.

†By 60-61 Vic., cap. 4, 62-63 Vic., cap. 7, 63-64 Vic., cap. 8, 1 Edward VII., cap. 7, 3 Edward VII., cap. 57, and 4 Edward VII., cap. 34, subsidy was authorized on certain mileage of this railway, specified in the Act of Parliament, of $3,200 per mile and a further subsidy beyond the sum of $3,200 per mile, of 50 per cent on so much of the *average cost* of the said specified mileage subsidized as is in excess of $15,000 per mile, such subsidy not exceeding in the whole the sum of $6,400 per mile

The amount of certain of the subsidies authorized by Parliament given in this statement, includes the determined portion of the subsidies under 60-61 Vic., cap. 4, 62-63 Vic., cap. 7, 63-64 Vic., cap. 8, and 1 Edward VII., cap. 7, 3 Edward VII., cap. 57, and 4 Edward VII., cap. 34, viz. : The amount produced by the $3,200 per mile, but the other portion is now an undetermined amount, and therefore cannot be shown here.

STATEMENT showing Railways receiving Cash Subsidies of fixed amounts, payable Annually or Semi-annually for fixed periods of years.

Number.	Name of Railway.	Miles subsidized.	Amount of Instalment.	Amount paid up to March 31, 1908.
				$ cts.
1	International (Atlantic and Northwest Railway Co.)	252	$93,3 0 per ½ year for 20 years	3,545,400 00
2	Kingston, Smith's Falls and Ottawa Railway Co	56	$ 3,136 " 21 "	Nil.
	Total	308		3,545,400 00

STATEMENT showing Railways aided by the Grant of Loans.

No.	Name of Railway.	Amount of Loans authorized.	Amount loaned.
		$	$ cts.
1	Albert Railway Co.	15,000	14,725 56
2	Fredericton and St. Mary's Bridge Co.	300,000	300,000 00
3	St. John Bridge and Railway Extension Co.	500,000	433,900 00
	Total	815,000	748,625 56

STATEMENT showing Railways subsidized by the Grant of used Iron Rails valued at the amount set forth,

No.	Name of Railway.	Tons of used Rails.	Subsidy on value of Rails.	Subsidy on used Rails paid.
			$ cts.	$ cts.
1	Central Railway Co. of New Brunswick	4,052	83,612 54	83,612 54
2	Elgin, Petitcodiac and Havelock Ry. Co.	2,201	44,252 82	44,252 82
3	Chatham Branch Railway Co.	958	24,439 84	24,439 84
	Total	7,211	152,305 20	152,305 20

STATEMENT showing Railways aided by the Loan of used Iron Rails valued at the amount set forth.

No.	Name of Railway.	Tons of used Rails.	Value of used Rails loaned.	Remarks.
			$ cts.	
1	Kent Northern Railway Co.	2,549	58,334 37	By 51 Victoria, chapter 3, these used rails will be granted as a subsidy, (the section of road to be first laid with new steel rails weighing not less than 50 lbs. per lin. yard and after an O.C. had been passed authorizing transfer.)
2	Halifax Cotton Co	233	4,335 00	
3	Steel Company of Canada	597	11,964 66	
4	Albert Railway Company	726	14,665 45	
	Total	4,105	89,299 38	

No. 2

LIST OF RAILWAY SUBSIDY ACTS PASSED IN EACH YEAR.

NOTE.—The marginal number opposite each subsidy has reference to the alphabetical list in the Deputy Minister's report showing the action taken in cases where a contract for work has been made with any company.

By the Acts of Parliament below specified, authority has been placed in the hands of the Governor in Council to grant, upon certain conditions, aid towards the construction of various lines of railway throughout the Dominion, as follows, namely :—

By the Acts of 45 Vic., cap. 14, 1882 *(Assented to 17th May, 1882)* :—

1. For a railway from Gravenhurst to Callander, both in the province of Ontario, a subsidy not exceeding $6,000 per mile, nor exceeding in the whole $660,000

2. For a railway from St. Raymond to Lake St. John, both in the province of Quebec, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 384,000

3. For a railway from a point on the Intercolonial Railway at Rivière du Loup or Rivière Ouelle, in the province of Quebec, or between them, to Edmundston, in the province of New Brunswick, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 240,000

4. For a railway from Oxford to New Glasgow, both in the province of Nova Scotia, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 224,000

"The said subsidies to be granted to such companies as shall be approved by the Governor in Council as having established, to his satisfaction, their ability to complete the said railways respectively, within a reasonable time, to be fixed by Order in Council, and according to descriptions and specifications to be approved by the Governor in Council on the report of the Minister of Railways and Canals, and specified in an agreement to be made by the company with the Government, and which the Government is empowered to make, and to be payable out of the Consolidated Revenue Fund of Canada, by instalments on the completion of each ten miles of railway, proportionate to the value of the portion so completed in comparison with the whole work undertaken, such proportion to be established by the report of the said Minister; provided always, that the granting of such bonuses or subsidies shall be subject to such conditions for securing such running powers or traffic arrangements and other rights as will afford all reasonable facilities and equal mileage rates to all railways connecting therewith, as the Governor in Council may determine."

By the special Act 45 Vic., cap. 55, 1882 *(Assented to 17th May, 1882* :—

5. A subsidy authorized in favour of "The Chignecto Marine Transport Railway Company," provided that they construct and thereafter maintain and operate a ship railway, to be approved by the Government, across the Isthmus of Chignecto, from the Gulf of St. Lawrence to the Bay of Fundy, per year, for twenty-five years..... $150,000

By the Act 46 Vic., cap. 25, 1883 *(Assented to 25th May, 1883)* :—

6. To the Baie des Chaleurs Railway Company, for 100 miles of their railway, from Métapediac, on the Intercolonial Railway, to Paspebiac, in the province of Quebec, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 320,000

7. To the Caraquet Railway Company, for 36 miles of their railway, from a point near Bathurst to Caraquet, in the province of New Brunswick, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole $115,200

8. To the Gatineau Valley Railway Company, for the first 50-mile section of their railway, from Hull station, in the province of Quebec, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole .. 160,000

9. To the Great American and European Short Line Railway Company, for 80 miles of their railway, from Canso to Louisburg or Sydney, in the province of Nova Scotia, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole 256,000

10. To the International Railway Company, for 49 miles of their railway, from Sherbrooke, in the province of Quebec, to the international boundary line, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole 156,800

11. To the Northern and Western Railway Company, for 32 miles of their railway, from the Intercolonial Railway, near the Miramichi, to Moran's, near Demphy village, in the province of New Brunswick, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole .. 102,400

12. To the Montreal and Western Railway Company, for the first 50-mile section of their railway, out of St. Jérôme, in the province of Quebec, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole. 160,000

13. To the Napanee, Tamworth and Quebec Railway Company, for 28 miles of their railway, from Napanee to Tamworth, in the province of Ontario, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole 89,600

14. To the Quebec and Lake St. John Railway Company, for 25 miles of their railway, from St. Raymond to Lake St. John, in the province of Quebec, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole 80,000

In addition to the subsidy granted by the Act forty-fifth Victoria, chapter fourteen.

15. For a railway from the International Railway at Petitcodiac to Havelock Corner, in the province of New Brunswick, 12 miles, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole 38,400

16. For a railway from Gravenhurst to Callander, 110 miles, a subsidy not exceeding $6,000 per mile, nor exceeding in the whole 660,000

In addition to the subsidy granted by the Act forty-fifth Victoria, chapter fourteen.

"The nine subsidies first mentioned to be granted to the companies hereinbefore named respectively ; and the two subsidies last mentioned to be granted to such companies as shall be approved by the Governor in Council as having established to his satisfaction their ability to complete the said railways, respectively ; and all the eleven lines above mentioned, and also the lines of railway in respect of which it is provided by the Act of forty-fifth Victoria, chapter fourteen, that subsidies may be granted, shall be commenced within two years from the first day of July next, and completed within a reasonable time, not to exceed four years from and after the passing of this Act, to be fixed by Order in Council, and according to descriptions and specifications to be approved by the Governor in Council, on the report of the Minister of Railways and Canals, and specified in an agreement to be made by each company with the Government, and which the Government is empowered to make ; and all the said subsidies authorized by this Act, respectively, to be paid out of the Consolidated Revenue Fund of Canada by instalments, on the completion of each section of not less than ten miles of railway, proportionate to the value of the portion so completed in comparison with the whole work undertaken, to be established by the report of the said Minister ; Provided always, that the granting of such subsidies shall be subject to such conditions for securing such running powers

or traffic arrangements and other rights as will afford all reasonable facilities and equal mileage rates to all railways connecting with those so subsidized as the Governor in Council may determine."

By the special Act 46 Vic., cap. 26, 1883 *(Assented to 25th May, 1883)*:—

17. An advance authorized in favour of the "St. John Bridge and Railway Extension Company," to enable them to build a railway bridge across the River St. John, N.B., with railway connection with the Intercolonial, such advance to be secured by a mortgage on their entire property, not to exceed 80 per cent of the expenditure on the work, nor a total sum of ..... $ 500,000

By the Act 47 Vic., cap. 8, 1884 *(Assented to 19th April, 1884)*:—

18. To the Government of the province of Quebec, in consideration of their having constructed the railway from Quebec to Ottawa, forming a connecting line between the Atlantic and Pacific coasts via the Intercolonial and Canadian Pacific Railways, and being as such a work of national and not merely provincial utility, a subsidy not exceeding $6,000 per mile for the portion between Quebec and Montreal, 159 miles, nor exceeding in the whole 954,000

19. And for the portion between Montreal and Ottawa, 120 miles, $12,000 per mile, nor exceeding in the whole 1,440,000

20. For the construction of a line of railway connecting Montreal with the harbours of St. John and Halifax by the shortest and best practicable route, after the report of competent engineers, a subsidy not exceeding $170,000 per annum, for fifteen years, or a guarantee of a like sum for a like period as interest on bonds of the company undertaking the work.

21. For the construction of a line of railway from Oxford station, on the Intercolonial Railway, to Sydney or Louisburg, a subsidy not exceeding $30,000 per annum for fifteen years or a guarantee of a like sum for a like period as interest on the bonds of the company undertaking the work, in addition to the subsidies previously granted, and also a lease or transfer to such company of the Eastern Extension Railway, from New Glasgow to Canso, with its present equipment.

22. To the Quebec Central Railway Company, for a line of railway from Beauce Junction to the international boundary line, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole 211,200

23. For the extension of the Canadian Pacific Railway, from its terminus at St. Martin's Junction, near Montreal, or some other point on the Canadian Pacific Railway, to the harbour of Quebec, in such manner as may be approved by the Governor in Council, a subsidy not exceeding $6,000 per mile, nor exceeding in the whole 960,000

24. To the Irondale, Bancroft and Ottawa Railway Company, for a line of railway from the Victoria branch of the Midland Railway to the village of Bancroft, in the township of Dungannon, county of Hastings, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole 160,000

25. To the Pontiac Pacific Junction Railway, for a line of railway from Hull or Aylmer to Pembroke, provided the Ottawa River is crossed at some point not east of Lapasse, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole 272,000

26. To the Gatineau Railway Company, for a line of railway from Kazuabazua to Le Désert, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole 160,000

27. To the Napanee, Tamworth and Quebec Railway Company, for a line of railway from Tamworth to Bogart and Bridgewater, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole 70,400

28. To the Montreal and Western Railway Company, for a line of railway from the end of the line subsidized in the now last session of Parliament, towards Le Désert, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole $160,000

29. To the Northern and Western Railway Company, for a line of railway from Fredericton to the Miramichi River, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole (instead of the subsidy proposed in 1883) 128,000

30. To the Erie and Huron Railway Company, for a line of railway from Wallaceburg to Sarnia, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole 96,000

31. To the Ontario and Pacific Railway Company, for a line of railway from Cornwall to Perth, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole 262,400

32. To the Kingston and Pembroke Railway Company, for a line of railway from Mississippi to Renfrew, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole 48,000

33. To the Great Northern Railway Company, for that portion of their railway between St. Jérôme and New Glasgow, in the county of Terrebonne, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole 32,000

34. For a line of railway and bridge between the Jacques Cartier Union Railway Junction with the Canadian Pacific Railway and St. Martin's Junction connecting the Jacques Cartier Union Railway with the North Shore Railway proper, a subsidy not exceeding in the whole 200,000

35. For a line of railway from Richibucto to St. Louis, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole 22,400

36. For a line of railway from Hopewell to Alma, in the province of New Brunswick, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole 51,200

37. For a line of railway from St. Andrew's to Lachute, in the county of Argenteuil, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole 22,400

38. For a line of railway from the Grand Piles, on the River St. Maurice, to Lake Edward, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole 217,600

39. For a line of railway from Annapolis to Digby, in the province of Nova Scotia, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole 64,000

40. For a line of the Central Railway, from the head of Grand Lake to the Intercolonial Railway between Sussex and St. John, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole 128,000

41. To the Caraquet Railway Company, for the extension of their line of railway from Caraquet to Shippegan Harbour, in the province of New Brunswick, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole 76,800

42. For a branch of the Intercolonial Railway, from Metapediac eastward towards Paspebiac, twenty miles, in the province of Quebec, a sum not exceeding in the whole 300,000

43. For a branch of the Intercolonial Railway, from Derby Station to Indiantown, fourteen miles, a sum not exceeding in the whole 140,000

" The subsidies hereinbefore mentioned as to be granted to companies named for that purpose shall be granted to such companies, respectively ; the other subsidies shall be granted to such companies as shall be approved by the Governor in Council as having established, to his satisfaction, their ability to construct and complete the said railways respectively. All the lines for the construction of which subsidies are

granted shall be commenced within two years from the first day of July next and completed within a reasonable time, not to exceed four years, to be fixed by Order in Council, except the line mentioned in the fourth section of this Act,* which shall be commenced within one year, and shall also be constructed according to descriptions and specifications and upon conditions to be approved by the Governor in Council, on the report of the Minister of Railways and Canals and specified in an agreement to be made in each case by the company with the Government, and which the Government is hereby empowered to make; the location also of every such line of railway shall be subject to the approval of the Governor in Council; and all the said subsidies, respectively, shall be payable out of the Consolidated Revenue Fund of Canada, by instalments, on the completion of each section of the railway of not less than ten miles, proportionate to the value of the portion so completed in comparison with that of the whole work undertaken, to be established by the report of the said Minister. The subsidies to the province of Quebec shall be capitalized, and the interest shall be payable at such time and in such manner as the Government of Canada shall agree upon with the Government of the said province. The two subsidies last mentioned in the list are for works to be constructed by the Government of Canada.

"Provided, always, that the granting of such subsidies to the companies mentioned, respectively, shall be subject to such conditions for securing such running powers or traffic arrangements and other rights as will afford all reasonable facilities and equal mileage rates to all railways connecting with those so subsidized, as the Governor in Council may determine."

By the special Act 47 Vic., cap. 6, 1884 *(Assented to 19th April, 1884):*

44. Relating to an agreement with the province of British Columbia, authority was given, *inter alia*, for the grant of a subsidy to the "Esquimalt and Nanaimo Railway Company" in aid of the construction of a line of railway and telegraph between the points named; such subsidy to be in lands *en bloc* on Vancouver Island, the boundaries being fixed by the Act, and in money $750,000

By the Act 48-49 Vic., cap. 59, 1885 *(Assented to 20th July, 1885):*

45. To the Ottawa, Waddington and New York Railway and Bridge Company, for a line of railway from Ottawa to Waddington, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole 166,400

46. To the New Brunswick and Prince Edward Island Railway Company, for a line of railway from Sackville to the Straits of Northumberland, at or near Cape Tormentine, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole 118,400

47. To the Montreal and Sorel Railway Company, for a line of railway from St. Lambert to Sorel, a subsidy not exceeding $1,600 per mile, nor exceeding in the whole 72,000

48. To the Brockville, Westport and Sault Ste. Marie Railway Company, for a line of railway from Brockville to Westport, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole 128,000

49. To the Quebec and Lake St. John Railway Company, for a line of railway from its junction on the North Shore Railway to St. Raymond, upon condition of the company extending their road to a point 50 miles north of St. Raymond, a subsidy not exceeding $3,200 per mile nor exceeding in the whole 96,000

50. To the Northern and Western Railway Company, for a line of railway from the northern end of the 40 miles subsidized between Fredericton and the Miramichi River by 47 Victoria, chapter 8, to Boiestown, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole 19,200

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* The extension of the Canadian Pacific Railway from its terminus at St. Martin's Junction, or some other point on the said railway to the harbour of Quebec.

51. To the Montreal and Champlain Junction Railway Company, for a line of railway from Brosseau's to Dundee, a subsidy not exceeding $500 per mile, nor exceeding in the whole $30,000

52. To the Thunder Bay Colonization Railway Company, for a line of railway from the Murillo station of the Canadian Pacific Railway to the east end of Whitefish Lake, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 92,000

53. To the Central Ontario Railway Company, for a line of railway from Coe Hill or Rathbun, to Bancroft, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 64,000

54. To the Belleville and North Hastings Railway Company, for a line of railway from the village of Madoc to the junction with the Central Ontario Railway at Eldorado, a subsidy not exceeding $1,500 per mile, nor exceeding in the whole 10,500

55. For a line of railway from Long Sault to the foot of Lake Temiscamingue, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 25,600

56. For a line of railway from a point on the Canada Southern Railway near Comber, to Lake Erie, at or near the village of Leamington, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole.... 44,800

57. To the Napanee, Tamworth and Quebec Railway Company, for a line of railway from Tamworth towards Bogart and Bridgewater, 16 miles, in lieu of the subsidy granted by 47 Vic., chap. 8, a subsidy of..... 70,000

58. To the Gatineau Railway Company, for a line of railway from Hull station towards Le Désert, a distance of 62 miles, in lieu of the subsidies granted by 46 Vic., chap. 25, and 47 Vic., chap. 8, a subsidy of.... 320,000

59. For a line of railway from the Grand Piles, on the River St. Maurice, to its junction with Lake St. John Railway, a distance of about 50 miles, in lieu of the subsidy granted by 47 Vic., chap. 8, for a line of railway from the Grand Piles, on the River St. Maurice, to Lake Edward, a subsidy of..... 217,600

60. To the Canada Atlantic Railway Company, for a line of railway from Valleyfield to a point one and a half miles west of Johnston's, a subsidy not exceeding $1,600 per mile, and from one and a half miles west of Johnston's to Lacolle; also from the present terminus at Ottawa, to the Chaudiere Falls, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 96,000

61. For a line of railway from Indiantown via the Miramichi Valley, to its junction with the Northern and Western Railway at or near Boiestown, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole. 140,800

"The subsidies hereinbefore mentioned as to be granted to companies named for that purpose shall be granted to such companies, respectively; the other subsidies shall be granted to such companies as shall be approved by the Governor in Council as having established to his satisfaction their ability to construct and complete the said railways, respectively. All the lines for the construction of which subsidies are granted shall be commenced within two years from the first day of August next, and completed within a reasonable time, not to exceed four years, to be fixed by Order in Council; and shall also be constructed according to descriptions, specifications and upon conditions to be approved by the Governor in Council, on the report of the Minister of Railways and Canals, and specified in an agreement to be made in each case by the company with the Government, and which the Government is hereby empowered to make; the location, also, of every line of railway shall be subject to the approval of the Governor in Council, and all the said subsidies, respectively, shall be payable out of the Consolidated Revenue Fund of Canada, by instalments, on the completion of each section of the railway of not less than ten miles, proportionate to the value of the portion so completed in comparison with that of the whole work undertaken, to be established by the report of the said Minister.

"Provided always, that the granting of such subsidies to the companies mentioned, respectively, shall be subject to such conditions for securing such running powers or traffic arrangements and other rights as will afford all reasonable facilities and equal mileage rates to all railways connected with those so subsidized as the Governor in Council may determine."

By the Act 48-49 Vic., cap. 58, 1885 *(Assented to 20th July, 1885)*:—

62. For a railway from a point on the Intercolonial Railway at Rivière du Loup or Rivière Ouelle, in the province of Quebec, to Edmundston, in the province of New Brunswick, a subsidy not exceeding two thousand eight hundred dollars per mile for seventy-five miles, and six thousand dollars per mile for eight miles, nor exceeding in the whole two hundred and fifty-eight thousand dollars; the said subsidy to be in addition to the subsidy authorized to be granted in aid of the construction of the said railway by the Act forty-fifth Victoria, chapter fourteen, and constituting with the subsidy so authorized, a subsidy not exceeding in the whole four hundred and ninety-eight thousand dollars, and to be granted for the said railway upon the terms and conditions specified in the said Act, and payable out of the Consolidated Revenue Fund of Canada; and for the purpose of incorporating the persons undertaking the construction of the said railway and those who shall be associated with them in the undertaking, the Governor may grant to them, under such corporate name as he shall deem expedient, a charter conferring upon them the franchises, privileges and powers requisite for the said purposes, which shall be similar to such of the franchises, privileges and powers granted to railway companies during the present session as the Governor shall deem most useful or appropriate to the said undertaking; and such charter being published in the *Canada Gazette*, with any Order or Orders in Council relating to it, shall have force and effect as if it were an Act of the Parliament of Canada.

63. For a line of railway from the south bank of the St. Lawrence river, opposite or near Montreal, to the harbours of St. Andrew's, St. John and Halifax, via Sherbrooke, Moosehead Lake, Mattawamkeag, Harvey, Fredericton and Salisbury, a subsidy not exceeding eighty thousand dollars per annum for twenty years, forming in the whole, together with the subsidy authorized by the Act forty-seventh Victoria, chapter eight, for a line of railway connecting Montreal with the said harbours of St. John and Halifax by the shortest and best practicable route, which the line above described is found to be, a subsidy not exceeding two hundred and fifty thousand dollars per annum, the whole of which shall be paid in aid of the construction of such a line of railway for a period of twenty years, or a guarantee bond of a like sum for a like period as interest on the bonds of the company undertaking the work; the said subsidy to be so granted upon the terms and conditions of and payable out of the Consolidated Revenue Fund in the manner specified in the said last mentioned Act in respect of the subsidy thereby authorized in aid of the said line of railway.

64. The Governor in Council may grant a further subsidy as an aid towards procuring free access as hereinafter described for the trains and traffic of the Canadian Pacific Railway Company from St. Martin's Junction, near Montreal, or from some other point on their railway to be selected by the said company, to the harbour of Quebec, in such a manner as shall be approved by the Governor in Council, that is to say: an additional subsidy not exceeding three hundred and forty thousand dollars, constituting, together with the subsidy authorized by the said last mentioned Act, to aid in procuring the extension of

the Canadian Pacific Railway to Quebec, and the subsidy also thereby authorized to aid in constructing a line connecting the Canadian Pacific Railway at the Jacques Cartier Union Junction with the North Shore Railway proper (which subsidies shall be applicable to the said first mentioned purpose) a sum not exceeding in the whole the sum of one million five hundred thousand dollars, payable out of the Consolidated Revenue Fund of Canada.

The said Act further provided as follows in relation to this matter:—

"If it should be expedient so to do in order to facilitate such access, the Governor in Council may acquire the North Shore Railway, and may apply the said sum of one million five hundred thousand dollars, or any part thereof, in aid of such acquisition and upon such acquisition may transfer and convey or lease the said railway to the Canadian Pacific Railway Company, subject to such obligation as the Government shall have assumed in acquiring it."

By the Act 49 Vic., cap. 10, 1886 (*Assented to 2nd June, 1886*):—

65. For a railway from a point at or near Moncton, to Buctouche, in the province of New Brunswick, thirty miles, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... $ 96,000

66. For a railway from Ingersoll via London to Chatham, in the province of Ontario, eighty miles, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 256,000

67. To the Northern and Western Railway Company, for ten miles of their railway, intervening between the termini of the portions of their railway for which subsidies are already granted, the one from Fredericton and the other from Indiantown, and an extension of two miles down to deep water at Chatham, in the province of New Brunswick, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole. 32,000

68. To the Caraquet Railway Company, for ten miles of their railway, from the end of the present subsidized portion at Lower Caraquet to Shippegan, in the province of New Brunswick, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 32,000

69. To the Lake Erie, Essex and Detroit River Railway Company, for thirty-seven miles of their railway, from Windsor to Leamington, in the province of Ontario, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 118,400

70. To the Thunder Bay Colonization Railway Company, for fifty-six miles of their railway, from the end of the present subsidized section to a point near Crooked Lake, in the province of Ontario, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 179,200

71. To the Parry Sound Colonization Railway Company, for forty miles of their railway, from the village of Parry Sound to the village of Sundridge, on the line of the Northern Pacific Junction Railway, in the province of Ontario, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 128,000

72. For a railway from a point at or near New Glasgow or St. Lin, to or near to Montcalm, in the province of Quebec, eighteen miles, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 57,600

73. For a railway from Hereford to the International Railway, in the township of Eaton, in the province of Quebec, thirty-four miles, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole.. 108,800

74. For a railway from St. Félix to Lake Maskinongé, parish of St. Gabriel in the province of Quebec, ten miles, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 32,000

75. For a railway from Glenannan to Wingham, in the province of Ontario, five miles, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 16,000

76. For a railway from a point at or near the McCann Station, on the Intercolonial Railway, to the Joggins, onCumberland Basin, in the province of Nova Scotia, twelve miles, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... $ 38,400

77. For a railway from L'Assomption to L'Epiphanie, in the province of Quebec, three miles and a half, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 11,200

78. To the Montreal and Western Railway Company, for seventy miles of their railway from St. Jérôme, north-westerly towards Désert, in the province of Quebec, a subsidy of $5,161 per mile, in lieu of the subsidies granted by 46 Vic., chap. 25, and 47 Vic., chap. 8, not exceeding in the whole 361,270

79. For a railway from St. Andrew's to the Canadian Pacific Railway at or at any point east of the town of Lachute, in the county of Argenteuil, in the province of Quebec, seven miles, in lieu of the subsidy granted by 47 Vic., chap. 8, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 22,400

80. To the Canada Atlantic Railway Company, for twelve miles of their railway from Clark's Island to Valleyfield, and from Lacolle, in the province of Quebec, to the international boundary, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 38,400

81. For a railway from Truro to Newport, in the province of Nova Scotia, forty-nine miles, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 156,800

82. To the Quebec and Lake St. John Railway Company, for ninety-five miles of their railway, from a point fifty miles north of St. Raymond to Lake St. John, in the province of Quebec, a subsidy not exceeding $1,961 per mile, nor exceeding in the whole (in addition to the subsidy granted by 45 Victoria, chapter 14, and 46 Victoria, chapter 25, of $3,200 per mile)..... 186,295

83. To the Cap Rouge and St. Lawrence Railway Company, for twelve miles of their railway from Lorette via Cap Rouge to Quebec, in the province of Quebec, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 38,400

84. For the construction of wharfs and landing stages on the line of the railway from Long Sault to the foot of Lake Temiscamingue, a subsidy of..... 6,000

85. To the Gananoque, Perth and James Bay Railway Company, seventeen miles, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 54,400

86. For a railway from St. Eustache to St. Placide, county of Two Mountains, eighteen miles, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 57,600

87. For a railway from a point on the Intercolonial Railway through the Stewiacke Valley, on the line which will afford facilities of communication with the Iron Mines, Spring Side, Upper Stewiacke and Musquodoboit settlements, twenty-five miles, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 80,000

88. For a railway from Yamaska to the River St. Francis, in the province of Quebec, ten miles, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 32,000

89. For a railway from Perth Centre station, on the New Brunswick Railway, to a point near Plaister Rock Island, in the province of New Brunswick, twenty-eight miles, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 89,600

90. For a railway from Fredericton to the village of Prince William, in the province of New Brunswick, twenty-two miles, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 70,400

91. For a railway from a point on the Intercolonial Railway near Newcastle or via Douglastown to a point on the River Miramichi, opposite the town of Chatham, in the province of New Brunswick, six miles, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole. $19,200

92. For a railway from a point on the Canadian Pacific Railway to Eganville, in the province of Ontario, twenty-two miles, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 70,400

93. To the Belleville and North Hastings Railway Company, for seven miles of their railway, from the village of Madoc to the junction with the Central Ontario Railway at Eldorado, in the province of Ontario, a subsidy (in addition to the subsidy of $1,500 per mile granted by 48-49 Victoria, chapter 59), not exceeding $1,700 per mile, nor exceeding in the whole..... 11,900

94. To the Napanee, Tamworth and Quebec Railway Company, for eighteen miles of their railway from Tamworth to Tweed, in lieu of the subsidy granted by 48-49 Victoria, chapter 59, a subsidy of..... 70,000

95. To the Albert Railway Company, for their railway from Salisbury to Hopewell, in the province of New Brunswick, which is a feeder to the Intercolonial Railway, in the form of a loan, repayable at such time and secured in such manner as the Governor in Council determines, a subsidy of..... 15,000

"The subsidies hereinbefore mentioned as to be granted to the companies named for that purpose shall be granted to such companies respectively; the other subsidies shall be granted to such companies as shall be approved by the Governor in Council as having established, to his satisfaction, their ability to construct and complete the said railways respectively. All the lines for the construction of which subsidies have been granted shall be commenced within two years from the first day of August next, and completed within a reasonable time, not to exceed four years, to be fixed by Order in Council, and shall be so constructed according to descriptions and specifications and upon conditions to be approved by the Governor in Council, on the report of the Minister of Railways and Canals, and specified in the agreement to be made in each case by the company to the Government, and which the Government is hereby empowered to make; the location, also, of every such line of railway shall be subject to the approval of the Governor in Council, and all the said subsidies, respectively, shall be payable out of the Consolidated Revenue Fund of Canada, by instalments on the completion of each section of the railway of not less than ten miles, proportionate to the value of the portion so completed in comparison with that of the whole work undertaken, to be established by the report of the said Minister: Provided always, that the granting of such subsidies to the companies mentioned, respectively, shall be subject to such conditions for securing such running powers or traffic arrangements, and other rights, as will afford all reasonable facilities and equal mileage rates to all railways connecting with those so subsidized, as the Governor in Council may determine."

By section 2 of this Act authority was given for the grant of a charter by the Governor in Council for the purpose of constructing a railway from Long Sault to the foot of Lake Temiscamingue.

By the Act 50-51 Vic., cap. 24, 1887 *(Assented to 23rd June, 1887).*

96. To the St. Catharines and Niagara Railway Company, for twelve miles of their railway from the city of St. Catharines to the bridge over the Niagara River, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... $ 38,400

97. To the Vaudreuil and Prescott Railway Company, for thirty miles of their railway from Vaudreuil towards Hawkesbury, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 96,000

98. To the Richmond Hill Junction Railway Company, for five miles of their railway from Richmond Hill Junction, on the Northern Railway of Canada, to Richmond Hill village, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 16,000

99. To the Drummond County Railway Company, for thirty miles of their railway from Drummondville towards Nicolet, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 96,000

100. To the Joggins Railway Company, for one and a quarter miles of their railway extending from the southern end of the portion subsidized by the Act 49 Victoria, chapter 10, to the wharfs, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 4,000

101. To the Moncton and Buctouche Railway Company, for two miles of their railway from the west end of the portion subsidized by the Act 49 Victoria, chapter 10, to Moncton, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 6,400

102. To the Beauharnois Junction Railway Company, for thirty miles of their railway from St. Martin's towards St. Anicet, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 96,000

103. To the Harvey Branch Railway Company, for three miles of their railway from the southern terminus of the Albert Railway to Harvey Bank, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 9,600

104. To the Brantford, Waterloo and Lake Erie Railway Company, for eighteen miles of their railway from the town of Brantford to the village of Hagarsville or the village of Waterford, or some intermediate point on the Canada Southern Railway, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 57,600

105. To the Guelph Junction Railway Company, for sixteen miles of their railway from its junction with the Canadian Pacific Railway to the town of Guelph, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 51,200

106. To the Massawippi Railway Company, for ten miles of their railway from a point on the Atlantic and North-western Railway near the village of Magog, to Ayer's Flat station, on the Massawippi Valley Railway, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 32,000

107. To the Napanee, Tamworth and Quebec Railway Company, for four miles of their railway from the north end of the section subsidized by the Act passed in the session held in the forty-eighth and forty-ninth years of Her Majesty's reign, chapter 59, to Tweed, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 12,800

108. To the Dominion Lime Company, for seven miles of their railway from a point on the Quebec Central Railway, in the township of Dudswell, to the Dudswell Lime Company's quarries, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 22,400

109. To the South Norfolk Railway Company, for seventeen miles of their railway from Port Rowan to the town of Simcoe, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 54,400

110. To the Jacques Cartier Union Railway Company, extending and completing their railway, a subsidy of..... 20,000

111. For a line of railway from Mount Forest to Walkerton, twenty-four miles in length, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 76,800

112. To the Oshawa Railway and Navigation Company, for seven miles of their railway from Port Oshawa towards Raglan, a subsidy not exceeding $3,200 per mile. nor exceeding in the whole..... 22,400

113. To the Saguenay and Lake St. John Railway Company, for thirty miles of their railway from Lake St. John towards Chicoutimi, or from Chicoutimi towards Lake St. John, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 96,000

114. To the Great Eastern Railway Company, for thirty miles of their railway from the River St. Francis to the Arthabaska Railway, at St. Grégoire station, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole $96,000

115. To the Ontario and Pacific Railway Company, for six miles of their railway from the northern end of the portion subsidized by the Act 47 Victoria, chapter 8, to the town of Perth, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole 19,200

116. To the Caraquet Railway Company, for seven miles of their railway from Lower Caraquet to Shippegan, in lieu of the subsidy granted by the Act 49 Victoria, chapter 10, a subsidy not exceeding in the whole .. 32,000

117. To the St. Lawrence and Lower Laurentian and Saguenay Railway Company, for the section of this railway from Grand Piles, on the St. Maurice River, to its junction with the Quebec and Lake St. John Railway, in lieu of the subsidy granted by the Act passed in the session held in the forty-eighth and forty-ninth years of Her Majesty's reign, chapter 59, for a line of railway from Grand Piles, on the St. Maurice River, to its junction with the Lake St. John Railway, a distance of about fifty miles, a subsidy of 217,600

118. To the St. John Valley and River du Loup Railway Company, for twenty-two miles of their railway from the village of Prince William towards the town of Woodstock, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole 70,400

119. To the Lake Temiscamingue Railway Company, for four short sections of railway, in all about two miles in length, to overcome the rapids of the Ottawa River, known as "La Mi-Charge," "La Cave," "Les "Erables," and "La Montagne," and for the construction of wharfs and landing stages at these rapids, to connect the Canadian Pacific Railway at Mattawa with Lake Temiscamingue by steamboats, railways and other works (in lieu of a portion two miles in length, out of the eight miles of railway subsidized by the Act passed in the session held in the forty-eighth and forty-ninth years of Her Majesty's reign, chapter 59, under which about six miles of railway have already been built from the foot of Long Sault proper to the foot of Lake Temiscamingue, and in lieu also of the subsidy granted by the Act 49 Victoria, chapter 10), a subsidy of 12,400

120. To the Carillon and Grenville Railway Company, for twelve miles of their railway from St. Eustache to Sault au Récollet, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole 38,400

121. To the Minudie Branch Railway Company, for five and a half miles of their railway from its junction with the Joggins Railway, near the River Hébert railway bridge, to the village of Minudie, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole 17,600

122. To the Lake Temiscamingue Colonization and Railway Company, for ten and a half miles of their railway from the Long Sault to Lake Kippewa, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole 33,600

123. To the Leamington and St. Clair Railway Company, for two miles of their railway from the north end of the section subsidized by the Act passed in the session held in the forty-eighth and forty-ninth years of Her Majesty's reign, chapter 59, to the village of Comber, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole. 6,400

124. To the Cumberland Railway and Coal Company for fourteen miles of their railway from a point on the Spring Hill and Parrsboro' Railway, near Spring Hill, to a point on the railway between Oxford and New Glasgow, near Oxford village, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole 44,800

125. To the Montreal and Champlain Junction Railway Company, a subsidy of..... $ 64,000

126. To the Quebec and Lake St. John Railway Company, for nine miles of their railway, the distance which the previous subsidies granted are short of covering from the city of Quebec to Lake St. John, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 28,800

127. To the Temiscouata Railway Company, for thirty miles of a branch of their railway from Edmundston towards the St. Francis River, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole.. 96,000

128. To the Cornwallis Valley Railway Company, for thirteen miles of their railway from Kentville to Kingsport, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 41,600

129. To the Nova Scotia Central Railway Company, for thirty-four miles of their railway, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 108,800

130. To the Tobique Valley Railway Company, for fourteen miles of their railway from Perth Centre station towards Plaister Rock Island, in lieu of the subsidy granted by the Act 49 Victoria, chapter 10, for a railway from Perth Centre station, on the New Brunswick Railway, to a point near Plaister Rock Island, a subsidy of..... 89,600

131. For a railway from Woodstock towards Centreville, twenty miles, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole.. 64,000

132. For a railway bridge over the St. Lawrence River, at Coteau Landing on the line of the Canada Atlantic Railway, a subsidy of fifteen per cent on the value of the structure, not to exceed..... 180,000

133. To the Lake Erie, Essex and Detroit River Railway Company, for twenty-seven miles of their railway, in lieu of the subsidy granted by the Act 49 Victoria, chapter 10, a subsidy not exceeding..... 118,400

"For the purpose of granting corporate powers to persons or companies undertaking the construction of railways or parts of railways, mentioned in the next preceding section, for the construction of which no corporate powers exist at the time of the passing of this Act, the Governor in Council may grant to them, under such corporate name as he shall deem expedient, a charter conferring upon them the franchises, privileges and powers requisite for the said purposes, as the Governor in Council shall deem most useful or appropriate to the said undertaking; and such charter being published in the *Canada Gazette*, with any Order or Orders in Council relating to it, shall have force and effect as if it were an Act of the Parliament of Canada.

"The subsidies hereinbefore mentioned as to be granted to companies named for that purpose shall be granted to such companies respectively; the other subsidies, including subsidies granted for railways over a line extending beyond a point to which any company hereinbefore mentioned by name is authorized to construct their railway, shall be granted to such companies as shall be approved by the Governor in Council, as having established, to his satisfaction, their ability to construct and complete the said railways respectively; all the lines for the construction of which subsidies are granted shall be commenced within two years from the first day of August next, and completed within a reasonable time, not to exceed four years, to be fixed by Order in Council; and shall also be constructed according to descriptions and specifications and upon conditions to be approved by the Governor in Council, on the report of the Minister of Railways and Canals, and specified in an agreement to be be made in each case by the company with the Government, and which the Government is hereby empowered to make; the location, also, of every such line of railway shall be subject to the approval of the Governor in Council; and all the said subsidies respectively shall be payable out of the Consolidated Revenue Fund of Canada, by instalments, on the completion of each section of the railway of not less than ten miles, proportionate to the value of the portion so completed in comparison with that of the whole work undertaken, to be established by the report of the said Minister, or upon completion of the work subsidized, except as regards the subsidy for the bridge over the

St Lawrence River, upon which shall be paid fifteen per cent of the value of work done on monthly progress estimates, certified by the Chief Engineer, and upon the approval of the Minister of Railways and Canals.

"The granting of such subsidies to the companies mentioned, respectively, shall be subject to such conditions for securing such running powers or traffic arrangements and other rights as will afford all reasonable facilities and equal mileage rates to all railways connecting with those so subsidized, as the Governor in Council determines.

"Notwithstanding anything contained in the Act forty-fifth Victoria, chapter fourteen, or in the Act forty-sixth Victoria, chapter twenty-five, the balances of the sums granted for a railway from St. Raymond to Lake St. John and to the Quebec and Lake St. John Railway Company by the said Acts respectively, which have not yet been paid by the Government, may be paid at any time within one year from the passing of this Act, subject to the conditions in the said Act contained."

By the Act 51 Vic., cap. 3, 1888 (*Assented to 22nd May, 1888*):—

134. To the Ottawa and Parry Sound Railway Company, for 22 miles of their railway from a point on the Canadian Pacific Railway to Eganville, in lieu of the subsidy granted by 49 Victoria, chapter 10, for a railway from a point on the Canadian Pacific Railway to Eganville, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... $ 70,400 00

135. To the Nova Scotia Central Railway Company, for 46 miles of their railway, in the province of Nova Scotia, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 147,200 00

136. To the Montreal and Champlain Junction Railway Company, for 3 miles of their railway from the end of the present subsidized section, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 9,600 00

137. To the Massawippi Junction Railway Company, for their railway from a point on the Atlantic and North-west Railway, near the village of Magog, to Ayer's Flat station, on the Massawippi Valley Railway, in lieu of the subsidy granted by 50-51 Victoria, chapter 24, a subsidy of..... 32,000 00

138. To the Pontiac Pacific Junction Railway Company, for bridging the several channels of the Ottawa River at Culbute and west thereof, a subsidy of $31,500, to be paid out monthly as the work progresses, upon the certificate of the Chief Engineer of Government railways, in the proportion which the value of the work executed bears to the value of the whole work undertaken, and for three miles of their railway extending from a point three miles east of Pembroke to Pembroke, in the province of Ontario, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole $9,600, provided that the entire work subsidized upon this railway shall be completed within four years from the passing of this Act, the subsidy granted by this Act not to exceed in the whole..... 41,100 00

139. To the Port Arthur, Duluth and Western Railway Company, for 84¾ miles of their railway from Port Arthur towards Gun Flint Lake, in lieu of the subsidies granted by 48-49 Victoria, chapter 59, and 49 Victoria, chapter 10, for the construction of a railway from Murillo Station to Crooked Lake, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 271,200 00

140. To the Quebec and Lake St. John Railway Company, for 30 miles of their railway from Lake St. John towards Chicoutimi, or from Chicoutimi towards Lake St. John, being a transfer made at the request of the Saguenay and Lake St. John Railway Company of the subsidy granted to them by 50-51 Victoria, chapter 24, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole 96,000 00

141. To the Temiscouata Railway Company, for 20 miles of their branch railway from Edmundston towards the St. Francis River, in the province of Quebec, in lieu of the subsidy granted by 50-51 Victoria, chapter 24, a subsidy of..... $100,000 00

142. To the Quebec Central Railway Company, for the construction and completion of a line of railway from St. Francis Station to a point on the Atlantic and North-west Railway near Moose River, 90 miles, in lieu of the balance of the subsidy, unearned, granted by 47 Victoria, chapter 8, a subsidy not exceeding $21,191.54 per annum for twenty years, or a guarantee of a like sum for a like period as interest on the bonds of the company, such annual subsidy for twenty years representing a grant in cash of 288,000 00

143. To the Central Railway Company of New Brunswick, a grant as subsidy (the road to be first laid with new steel rails weighing not less than 56 pounds per lineal yard, and after an Order in Council has been passed authorizing their transfer to the company) of 4,052 tons of used iron rails and fastenings, loaned to the St. Martin's and Upham Railway Company, now forming part of the Central Railway, which rails and fastenings stand in the Public Accounts as an asset for..... 83,612 54

144. To the Elgin, Petitcodiac and Havelock Railway Company of New Brunswick, a grant as subsidy (the road to be first laid with new steel rails weighing not less than 56 pounds per lineal yard, and after an Order in Council has been passed authorizing their transfer to the company) of 2,201 tons of used iron rails and fastenings loaned to the Elgin Branch Railway, now forming part of the Elgin, Petitcodiac and Havelock Railway, which rails and fastenings stand in the Public Accounts as an asset for 44,252 82

145. To the Kent Northern Railway Company of New Brunswick, a grant as subsidy (the road to be first laid with new steel rails weighing not less than 56 pounds per lineal yard, and after an Order in Council has been passed authorizing their transfer to the company) of 2,549 tons of used iron rails and fastenings loaned to the company, which rails and fastenings stand in the Public Accounts as an asset for..... 58,334 27

146. To the Halifax Cotton Company of Nova Scotia, a grant as subsidy (the road to be first laid with new steel rails weighing not less than 56 pounds per lineal yard, and after an Order in Council has been passed authorizing their transfer to the company) of 233 tons of used iron rails and fastenings loaned to the company, which rails and fastenings stand in the Public Accounts as an asset for..... 4,335 00

147. To the Steel Company of Canada, in Nova Scotia, a grant as subsidy (the road to be first laid with new steel rails weighing not less than 56 pounds per lineal yard, and after an Order in Council has been passed authorizing their transfer to the company of 597 tons of used iron rails and fastenings loaned to the company, which rails and fastenings stand in the Public Accounts as an asset for..... 11,964 66

148. To the Albert Railway Company of New Brunswick, a grant as a subsidy (the section of road to be first laid with new steel rails weighing not less than 56 pounds per lineal yard, and after an Order in Council has been passed authorizing their transfer to the company) of 726 tons of used iron rails and fastenings loaned to the company, which rails and fastenings stand in the Public Accounts as an asset for..... 14,665 45

149. To the Chatham Branch Railway of New Brunswick, a grant as subsidy (the road to be first laid with new steel rails weighing not less than 56 pounds per lineal yard, and after an Order in Council has been passed authorizing their transfer to the company) of 958 tons of used iron rails and fastenings loaned to the company, which rails and fastenings stand in the Public Accounts as an asset for..... $24,439 84

" All the lines, for the construction of which subsidies are granted, shall be commenced within two years from the first day of August next, and completed within a reasonable time, not to exceed four years, to be fixed by Order in Council, and shall also be constructed according to descriptions and specifications, and upon conditions to be approved by the Governor in Council, on the report of the Minister of Railways and Canals, and specified in an agreement to be made in each case by the company with the Government, and which the Government is hereby empowered to make ; the location also of every such line of railway shall be subject to the approval of the Governor in Council ; and also the said subsidies respectively, payable in cash, shall be payable out of the Consolidated Revenue Fund of Canada by instalments, on the completion to the satisfaction of the Minister of Railways and Canals of each section of the railway of not less than 10 miles, proportionate to the value of the portion so completed in comparison with that of the whole work undertaken, to be established by the report of the said Minister, or upon completion of the work subsidized."

By the Act 52 Vic., chap. 3, 1889. *(Assented to 2nd May, 1889)* :—

150. To the Ontario and Pacific Railway Company, for a line of railway from Cornwall to Ottawa, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... $172,400 00

151. To the Ottawa and Gatineau Railway Company, for a line of railway from Hull station towards Le Désert, a distance of sixty-two miles, a subsidy not exceeding in the whole..... 320,000 00

152. To the Cap Rouge and St. Lawrence Railway Company, for twelve miles of their railway, from Lorette via Cap Rouge to Quebec, in the province of Quebec, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 38,400 00

153. To the Parry Sound Colonization Railway Company, for forty miles of their railway, from the village of Parry Sound to the village of Sundridge, or some other point on the line of the Northern and Pacific Junction Railway, in the province of Ontario, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole 128,000 00

154. For a railway from St. Andrew's to the Canadian Pacific Railway, at or at any point east of the town of Lachute, in the county of Argenteuil, in the province of Quebec, seven miles, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 22,400 00

155. For a railway from Truro, or a point between Truro and Stewiacke, to Newport or to Windsor, in the province of Nova Scotia, forty-nine miles, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 156,800 00

156. For a line of the Central Railway from the head of Grand Lake to the Intercolonial Railway, in the province of New Brunswick, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 128,000 00

157. To the Albert Southern Railway Company, the balance remaining unpaid of the subsidy granted by the Act 47th Victoria, chapter 8, not exceeding in the whole 31,771 43

158. To the Baie des Chaleurs Railway Company, the balance remaining unpaid of the subsidy mentioned in the Act 49th Victoria, chapter 17, not exceeding in the whole 244,500 00

159. To the Irondale, Bancroft and Ottawa Railway Company, for a line of railway from the Victoria Branch of the Midland Railway to the village of Bancroft, in the county of Hastings, the balance remaining unpaid of the subsidy granted by the Act 47th Victoria, chapter 8, not exceeding in the whole..... $145,000 00

160. To the Northern and Pacific Junction Railway Company, for a railway from Gravenhurst to Callander, the balance remaining unpaid of the subsidies granted by the Act 45th Victoria, chapter 14, and 46th Victoria, chapter 25, not exceeding in the whole.. 35,000 00

161. For a railway from some point on the Joggins Railway, near the Hébert River, to Young's Mills, in the province of Nova Scotia, a distance of five miles, a subsidy not exceeding $3,200 per mile, and not exceeding in the whole..... 16,000 00

162. To the St. Clair Frontier Tunnel Company, for the construction of a tunnel under the St. Clair River, from a point at or near Sarnia, to a point at or near Port Huron, a subsidy not exceeding in the whole..... 375,000 00

163. To the Pontiac and Renfrew Railway Company, for six miles of their railway from the north bank of the Ottawa River, opposite Braeside, or from Bristol Iron Mines, to the Pontiac Pacific Junction Railway, near the Quyon River, in the province of Quebec, a subsidy not exceeding $3,200 per mile, and not exceeding in the whole..... 19,200 00

164. To the Quebec, Montmorency and Charlevoix Railway Company, for thirty miles of their railway, from the east bank of the St. Charles River, to or near to Cap Tourmente, in the province of Quebec, a subsidy not exceeding $3,200 per mile, and not exceeding in the whole..... 96,000 00

165. To the Fredericton and St. Mary's Bridge Company, for a bridge over the St. John River, at Fredericton, in the province of New Brunswick, a subsidy not exceeding in the whole..... 30,000 00

166. To the Napanee, Tamworth and Quebec Railway Company, for seven miles of their railway, from a point at or near Yarker to a point at or near Harrowsmith, and to a company for three miles of railway from a point at or near Harrowsmith to a point at or near Sydenham, a subsidy not exceeding $3,200 per mile, and not exceeding in the whole..... 32,000 00

167. For a railway from a point near Sicamous, on the Canadian Pacific Railway, to a point on Lake Okanagan for fifty-one miles of such railway, a subsidy not exceeding $3,200 per mile, and not exceeding in the whole..... 163,200 00

168. To the Cornwallis Valley Railway Company, for one mile of their railway, from the end of the line subsidized by the Act 50-51 Victoria, chapter 24, to Kingsport, in the province of Nova Scotia, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 3,200 00

169. To the Lake Témiscamingue Colonization and Railway Company, for fifteen miles of their railway, from Mattawa station on the Canadian Pacific Railway, towards the Long Sault, or from the Long Sault towards the said Mattawa station, in the province of Quebec, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 48,000 00

170. To the Maskinongé and Nipissing Railway Company, for fifteen miles of their railway, from a point on the Canadian Pacific Railway at or near Maskinongé or Louiseville, towards the parish of Saint-Michel des Saints, on the River Mattawin, in the province of Quebec, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 48,000 00

171. To the Kingston, Smith's Falls and Ottawa Railway Company, for twenty miles of their railway, from the city of Kingston towards Smith's Falls, in the province of Ontario, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... $ 64,000 00

172. To the South Ontario Pacific Railway Company, for forty-nine and one-half miles of their railway, from Woodstock to Hamilton, in the province of Ontario, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 158,400 00

173. For a railway from St. Césaire to St. Paul d'Abbotsford, in the province of Quebec, five miles, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 16,000 00

174. To the Great Eastern Railway Company, for twenty miles of their railway, from the east end of the line subsidized by the Act 50-51 Victoria, chapter 24, at St. Grégoire, towards the Chaudière Junction station on the Intercolonial Railway, in the province of Quebec, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 64,000 00

175. To the Drummond County Railway Company, for four and one-half miles of their railway, from the end of the line subsidized by the Act 50-51 Victoria, chapter 24, to Ball's Wharf, on the St. Lawrence River, in the province of Quebec, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 14,400 00

176. To the St. Catharines and Niagara Central Railway Company, for twenty miles of their railway, from the end of the line subsidized by the Act 50-51 Victoria, chapter 24, at St. Catharines, towards the city of Hamilton, in the province of Ontario, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 64,000 00

177. To the Quebec and Lake St. John Railway Company, for twenty miles of their railway, from the end of the section of thirty miles from Lake St. John towards Chicoutimi, subsidized by the Act 51 Victoria, chapter 3, towards Chicoutimi, in the province of Quebec, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 64,000 00

178. To the Grand Trunk, Georgian Bay and Lake Erie Railway Company, for fifteen miles of their railway, from the village of Tara or some point between Tara and Hepworth, to the town of Owen Sound, in the province of Ontario, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 48,000 00

179. To the Hereford Railway Company, for fifteen miles of their railway, from Cookshire to a junction with the Quebec Central Railway at Dudswell, in the province of Quebec, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 48,000 00

180. To the Massawippi Junction Railway Company, for fifteen miles of their railway, from Ayer's Flat to Coaticook, in the province of Quebec, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 48,000 00

181. To the Brockville, Westport and Sault Ste. Marie Railway Company, for twenty miles of their railway, from a point at or near Newboro', towards Palmer's Rapids, in the province of Ontario, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole. 64,000 00

182. To the Thousand Islands Railway Company, for four miles of their railway, from a point near the St. Lawrence River, in Gananoque village, to Gananoque Junction of the Grand Trunk Railway, and for thirteen miles of their railway, from Gananoque Junction of the Grand Trunk Railway to a junction with the Brockville, Westport and Sault Ste. Marie Railway, in the province of Ontario, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 54,400 00

183. For a railway from Cape Tourmente towards Murray Bay, twenty miles, in the province of Quebec, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... $64,000 00

184. To the Amherstburg, Lake Shore and Blenheim Railway Company, for twenty miles of their railway, in the province of Ontario, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 64,000 00

" So much of the subsidy of three thousand two hundred dollars per mile, which under the provisions of the Act forty-ninth Victoria, chapter seventeen, and of this Act, may be paid to the Baie des Chaleurs Railway Company in respect of the thirty miles of their railway, from the seventieth to the hundredth mile, eastward from Metapediac, shall be applicable to the section of the said railway, comprised between the fortieth and the seventieth mile thereof, eastward from Metapediac, instead of to the said first mentioned section of thirty miles, making six thousand four hundred dollars per mile applicable to the secondly mentioned section of thirty miles; but the foregoing provision shall be subject to the condition that the said company undertake to complete the thirty miles of their railway from the seventieth to the hundredth mile eastward from Metapediac within a reasonable time, not to exceed four years, to be fixed by Order in Council, and without any further subsidy from the Government of Canada, and that they deposit with the Minister of Railways and Canals, as security to the Crown that they will well and truly carry out their undertaking, their bonds to the amount of two hundred thousand dollars.

" The subsidies hereinbefore mentioned as to be granted to companies named for that purpose, shall be granted to such companies respectively; all the lines for the construction of which subsidies are granted, unless they are already commenced, shall be commenced within two years from the first day of August next, and completed within a reasonable time, not to exceed four years, to be fixed by Order in Council, and shall also be constructed according to descriptions and specifications and upon conditions to be approved by the Governor in Council, on the report of the Minister of Railways and Canals, and specified in an agreement to be made in each case by the company with the Government, and which the Government is hereby empowered to make: the location, also, of every such line of railway shall be subject to the approval of the Governor in Council; and all the said subsidies, respectively, shall be payable out of the Consolidated Revenue Fund of Canada, by instalments, on the completion of each section of the railway of not less than ten miles, proportionate to the value of the portion so completed in comparison with that of the whole work undertaken, to be established by the report of the said Minister, or upon the completion of the work subsidized, except as respects the tunnel under the St. Clair River, in which case there shall be paid fifteen per cent of the value of work done on monthly progress estimates, certified by the Chief Engineer, and upon the approval of the Minister of Railways and Canals.

" The granting of such subsidies, respectively, shall be subject to such conditions for securing such running powers or traffic arrangements and other rights, as will afford all reasonable facilities and equal mileage rates to all railways connecting with those so subsidized, as the Governor in Council determines.

" And for the removal of doubts it is hereby declared and enacted that the provision in the Act passed in the fifty-first year of Her Majesty's reign, and chaptered three, relating to the Pontiac Pacific Junction Railway Company, extended and extends the several subsidies in aid of the said company for four years from the passing of the said Act, that is to say, from the twenty-second day of May, one thousand eight hundred and eighty-eight."

By the Special Act, 52 Vic., cap. 5, 1889 *(Assented to 2nd May, 1889)*:—

185. In order to enable the Qu'Appelle, Long Lake and Saskatchewan Railroad and Steamboat Company to complete their railway from Regina to some point on the South Saskatchewan River at or near Saskatoon, and thence northward to Prince Albert, the Governor in Council may enter into a contract with such company for the transport of men, supplies, materials and mails,

for twenty years, and may pay for such services during the said term, eighty thousand dollars per annum in manner following, that is to say:—the sum of fifty thousand dollars to be paid annually on the construction of the railway to a point at or near Saskatoon, such payment to be computed from the date of the completion of the railway to such point; and the remaining thirty thousand dollars annually on the extension of the railway to Prince Albert, such payment to be computed from the date of such last mentioned completion: Provided that if the second portion of the said railway is not built and operated to Prince Albert within two years after the completion of the railway to the South Saskatchewan as aforesaid, the payment of fifty thousand dollars shall cease until the whole railway is finished to Prince Albert.

By the Act 53 Vic., cap. 2, 1890 *(Assented to 16th May, 1890)*:—

186. To the Montreal and Ottawa Railway Company, for thirty miles of their railway, from the western end of the thirty-six miles subsidized by the Act 50-51 Victoria, chapter 24, towards Ottawa, a subsidy not exceeding $3,200 per mile, and not exceeding in the whole ..... $ 96,000

187. To the Waterloo Junction Railway Company, for eleven miles of their railway, from Waterloo to Elmira, a subsidy not exceeding $3,200 per mile, and not exceeding in the whole 35,200

188. To the Northern and Pacific Junction Railway Company, for a railway from Gravenhurst to Callander, the balance remaining unpaid of the subsidies granted by the Acts 45 Victoria, chapter 14, and 46 Victoria, chapter 25, not exceeding in the whole ... 600

189. For a railway from Woodstock via London to Chatham, in the province of Ontario, thirty miles in lieu of the subsidy granted by the Act 49 Victoria, chapter 10, for a railway from Ingersoll via London to Chatham, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole 256,000

190. To the St. Catharines and Niagara Railway Company, for fourteen miles of their railway, from the end of the twenty miles subsidized by the Act 52 Victoria, chapter 3, to Hamilton, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole. 44,800

191. To a railway from Ottawa to Morrisburg, fifty-two miles, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 166,400

192. To the Erie and Huron Railway Company, for twenty-two miles of their railway from Petrolea via Oil Springs to Dresden, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole. 70,400

193. To the Brockville, Westport and Sault Ste. Marie Railway Company, for a railway from Brockville to Westport, the balance remaining unpaid of the subsidy granted by the Act 48-49 Victoria, chapter 59, not exceeding in the whole 83,000

194. To the Manitoulin and North Shore Railway Company, for thirty miles of their railway from Little Current to the Algoma Branch of the Canadian Pacific Railway, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole 96,000

195. To the Port Arthur, Duluth and Western Railway Company, for five miles of their railway, being a branch of the main line of railway to the Kakabeka Falls, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole 16,000

196. To the Lake Erie and Detroit River Railway Company, for fifty miles of their railway, on a line to be fixed by the Governor in Council, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole 160,000

197. To the Lindsay, Bobcaygeon and Pontypool Railway Company, for sixteen miles of their railway, from Bobcaygeon to the Midland Railway, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... $ 51,200

198. To the Kingston, Smith's Falls and Ottawa Railway Company, for thirty-six miles of their Railway, from the north-east end of the twenty miles subsidized by the Act 52 Victoria, chapter 3, to Smith's Falls, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 115,200

199. To the Ottawa and Parry Sound Railway Company, for thirty miles of their railway, from Eganville to Barry's Bay, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 96,000

200. To the Belleville and Lake Nipissing Railway Company, for thirty miles of their railway, from Belleville to Tweed and thence to Bridgewater, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 96,000

201. To the Cobourg, Northumberland and Pacific Railway Company, for thirty miles of their railway from Cobourg to the Ontario and Quebec Railway, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 96,000

202. To the St. Stephen and Milltown Railway Company, for three and a half miles of their railway, from the town of St. Stephen to the town of Milltown, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 11,200

203. To the Woodstock and Centreville Railway Company, for six miles of their railway, from the western end of the twenty miles subsidized by the Act 50-51 Vic., chap. 24, to the International boundary between the province of New Brunswick and the state of Maine, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 19,200

204. For a railway from a point at or near Fredericton, via Oromocto and Gagetown, to a point on the New Brunswick Railway west of Westfield station, for thirty miles thereof, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 96,000

205. To the Central Railway Company of New Brunswick, for four and a half miles of their railway, the distance which the previous subsidy granted is short of covering, from the head of Grand Lake to the Intercolonial Railway, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 14,400

206. To the Montreal and Western Railway Company, for seventy miles of their railway, from St. Jérôme, north-westerly towards Désert, in the province of Quebec, in lieu of the subsidy granted by the Act 49 Vic., chap. 10, a subsidy not exceeding $5,161 per mile, nor exceeding in the whole..... 361,270

"Provided, that the subsidy hereby granted to the Montreal and Western Company may be paid by instalments on the completion of each section of the railway as follows, that is to say:—

SECTIONS.	Approximate length in miles.
St. Jérôme to Shawbridge	8
Shawbridge to St. Sauveur	4
St. Sauveur to Ste. Adèle	6
Ste. Adèle to Lac à la Fourche	6
Lac à la Fourche to Ste. Agathe	6½
Ste. Agathe to St. Faustin	14
St. Faustin to St. Jovite	7½
St. Jovite to Summit Lake	8
Summit Lake to La Chute aux Iroquois	7
La Chute aux Iroquois towards Désert	3

"Such instalments to be proportionate to the value of the portions so completed in comparison with that of the whole work undertaken, to be established as aforesaid."

207. For seventy-five miles of the railway from Shelburne, in the county of Shelburne, and from Liverpool, in the county of Queen's towards Annapolis, in the province of Nova Scotia, to be so contracted for as to secure the construction to both Shelburne and Liverpool, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole ..... $ 240,000

208. To the Inverness and Richmond Railway Company, for fifty miles of their railway from Port Hawkesbury to Broadcove, a subsidy not exceeding $1,000 per mile, nor exceeding in the whole..... 50,000

209. To the International Railway Company, for a railway from Sherbrooke to the international boundary, the balance remaining unpaid of the subsidy granted by the Act 46 Vic., chapter 25, not exceeding in the whole 3,840

210. For completing the Montreal and Sorel Railway from St. Lambert to Sorel 40,000

211. To the Pontiac Pacific Junction Railway Company, for seven and a half miles of their railway, from Hull to Aylmer, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 24,000

212. To the Montreal and Lake Maskinongé Railway Company, for three and a half miles of their railway, the distance which the subsidy granted by the Act 49 Vic., chapter 10, is short of covering from St. Félix to Lake Maskinongé, in the parish of St. Gabriel, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole 10,200

213. To the Great Eastern Railway Company, for a bridge over the Nicolet River, and also a bridge on the St. Francis River, a subsidy of 15 per cent on the value of the structure, not to exceed 37,500

214. To the Drummond County Railway Company, for twenty-four miles of their railway, from Drummondville to Ste. Rosalie, in the province of Quebec, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole 76,800

215. To the Great Northern Railway Company, for fifteen miles of their railway, from, at or near Montcalm to the Canadian Pacific Railway, between Joliette and St. Félix de Valois, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 48,000

216. To the Lake Temiscamingue Colonization Railway Company, for twenty miles of their railway, from the northern end of the fifteen miles subsidized by the Act 52 Vic., chapter 3, to the Long Sault, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole 64,000

217. To the Maskinongé and Nipissing Railway Company, for fifteen miles of their railway, from the northern end of the 15 miles subsidized by the Act 52 Victoria, chapter 3, towards the parish of St. Michel des Saints, on the River Mattawa, in the province of Quebec, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole 48,000

218. To the St. Lawrence and Adirondack Railway Company, for eighteen miles of their railway, from Valleyfield to Huntingdon, on the Montreal and Champlain Junction Railway, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 57,600

219. To the Quebec Central Railway Company, for ninety miles of their railway, from St. Francis Station, on the Quebec Central Railway, to a point on the Atlantic and North-western Railway,

near Moose River, or from a point on the Quebec Central Railway between the Chaudière River and Tring Station, to a point on the International Railway at or near Lake Megantic, in lieu of the subsidy granted by the Act 51 Victoria, chapter 3, a subsidy not exceeding $21,191.54 per annum for twenty years, or a guarantee of a like sum for a like period, as interest on the bonds of the company, such annual subsidy for twenty years representing a grant in cash of..... $288,000

220. To the Quebec and Lake St. John Railway Company, for a railway bridge over the St. Charles River, to give access to the city of Quebec, a subsidy not to exceed in the whole $30,000; also for twelve miles of their railway from Lorette via Charlesbourg to Quebec, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole $38,400..... 68,400

221. For a railway from Summerside to Richmond Bay, in the province of Prince Edward Island, three miles, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 9,600

222. To the Columbia and Kootenay Railway Company, for thirty-five miles of their railway, from the outlet of Kootenay Lake to a point on the Columbia River as near as practicable to the junction of the Kootenay and Columbia Rivers, a subsidy not exceeding $3,200 per mile, nor to exceed in the whole..... 112,000

223. For a railway from a point on the Intercolonial Railway through the Stewiacke Valley on a line which will afford facilities of communication with the Iron Mines, Springside, Upper Stewiacke and Musquodoboit settlements, twenty-five miles, in lieu of the subsidy granted by the Act 49 Victoria, chapter 10, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 80,000

224. For a railway from Fredericton to the village of Prince William in the province of New Brunswick, twenty-two miles, in lieu of the subsidy granted by the Act 49 Victoria, chapter 10, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 70,400

225. To the St. John Valley and Rivière du Loup Railway Company, for twenty-two miles of their railway from the village of Prince William towards the town of Woodstock, in lieu of the subsidy granted by the Act 50-51 Victoria, chapter 24, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 70,400

226. To the Témiscouata Railway Company, for sixteen miles of their railway, from the west end of the twenty miles of their branch railway from Edmundston, subsidized by the Act 51 Victoria, chapter 3, towards the St. Francis River, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 51,200

227. For a railway from the north end of the fourteen miles for which a subsidy was granted by the Act 50 and 51 Victoria, chapter 24, to the Tobique Valley Railway Company, from Perth Centre towards Plaister Rock Island, eleven miles, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole 35,200

228. To the Orford Mountain Railway Company, for thirty one miles of their railway, between Eastman and Kingsbury, a subsidy not exceeding $3,200 per mile, nor exceedingin the whole 99,200

229. For a railway from Lachine Bank, on a line of the Grand Trunk Railway, to a point at or near Rivière des Prairies, a distance of fifteen miles, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 48,000

"The subsidies hereinbefore mentioned as to be granted to companies named for that purpose, shall be granted to such companies respectively; the other subsidies,

including subsidies granted for railways over a line extending beyond a point to which any company hereinbefore mentioned by name is authorized to construct its railway, shall be granted to such companies as shall be approved by the Governor in Council as having established to his satisfaction their ability to construct and complete the said railways respectively. All the lines for the construction of which subsidies are granted shall be commenced within two years from the first day of July next, and completed within a reasonable time, not to exceed four years, to be fixed by Order in Council,—except the Erie and Huron Railway, which shall be completed within two years from the first day of July next. And they shall also be constructed according to descriptions and specifications, and upon conditions to be approved by the Governor in Council, on the report of the Minister of Railways and Canals, and specifying an agreement to be made in each case by the company with the Government, and which the Government is hereby empowered to make. The location, also, of every such line of railway shall be subject to the approval of the Governor in Council. And all the said subsidies respectively shall be payable out of the Consolidated Revenue Fund of Canada, by instalments, on the completion of each section of the railway of not less than ten miles, proportionate to the value of the portion so completed in comparison with that of the whole work undertaken, to be established by the report of the said Minister, or upon the completion of the work subsidized—except as regards the Erie and Huron Railway Company, upon which payment shall be made only upon the completion of the work—except, also as regards the subsidies to the Inverness and Richmond Railway, which shall be paid on the completion of each ten mile section, in accordance, as nearly as practicable, with the agreement between the company and the municipality of Inverness, and with section four of the Act of the Legislature of Nova Scotia, 1890, intituled: An Act to enable the county of Inverness to borrow money—except, also, as regards the subsidies to the Great Eastern Railway Company for bridges over the Nicolet and St. Francis Rivers, and to the Quebec and Lake St. John Railway for the bridge over the St. Charles River, upon which shall be paid fifteen per cent of the value of work done, on monthly progress estimates certified by the Chief Engineer and upon the approval of the Minister of Railways and Canals—and except also the subsidy granted to the Quebec Central Railway Company, the first annual payment upon which shall be made at the end of twelve months from the date of the Chief Engineer's certificate of the completion of the work, and each subsequent payment at the end of each twelve months thereafter, for the term of twenty years.

"The granting of such subsidies to the companies mentioned, respectively, shall be subject to such conditions for securing running powers or traffic arrangements or other rights as will afford all reasonable facilities and equal mileage rates to all railways connecting with those subsidized, as the Governor in Council determines."

By the special Act 53 Vic., ch. 5, 1890 *(Assented to 16th May, 1890)*:—

230. In order to enable the Calgary and Edmonton Railway Company to construct so much of their railway as reaches from a point on the line of the Canadian Pacific Railway Company within the town of Calgary to a point on the North Saskatchewan River near Edmonton, the Governor in Council may enter into a contract with such company for the transport of men, supplies, materials and mails for twenty years, and may pay for such services during the said term, eighty thousand dollars per annum, in manner following, that is to say: the sum of eighty thousand dollars to be paid annually on the construction of the railway from Calgary to a point on the North Saskatchewan River near Edmonton,—such payment to be computed from the date of the completion of the railway between such points: Provided that the Governor General in Council may order such sums to be paid in semi-annual instalments, and may permit the company to assign the same by way of security for any bonds or securities which may be issued by the company in respect of the company's undertaking.

By 54-55 Victoria, ch. 8, 1891 *(Assented to 30th Sept., 1891)*:—

231. To the Great Northern Railway Company, for a railway from a point at or near New Glasgow or St. Lin to or near to Montcalm, in the province of Quebec, eighteen miles, the balance

remaining unpaid of the subsidy, not exceeding $3,200 per mile, granted by the Act forty-ninth Victoria, chapter ten, nor exceeding in the whole ..... $ 28,100 00

232. To the Quebec and Lake St. John Railway Company, for the railway bridge over the St. Charles River to give access to the city of Quebec, the difference between the amount already paid to the company and the sum of $30,000 mentioned as not to be exceeded by the Act fifty-third Victoria, chapter two, a subsidy not exceeding 5,250 00

233. To the Oshawa Railway Company, for seven miles of their railway from Port Oshawa towards Raglan, in lieu of the subsidy for a like amount granted by the Act passed in the session held in the fiftieth and fifty-first years of Her Majesty's reign, chapter twenty-four, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole 22,400 00

234. To the St. Lawrence, Lower Laurentian and Saguenay Railway Company, for the section of their railway from Grand Piles, on the St. Maurice River to its junction with the Quebec and Lake St. John Railway, the balance remaining unpaid of the subsidy granted by the Act passed in the session held in the fiftieth and fifty-first years of Her Majesty's reign, chapter twenty-four, not exceeding in the whole 92,784 00

235. To the Great Eastern Railway Company, for thirty-miles of their railway, from the River St. Francis to the Arthabaska Railway at St. Grégoire station, the balance remaining unpaid of the subsidy, not exceeding $3,200 per mile, granted by the Act passed in the session held in the fiftieth and fifty-first years of Her Majesty's reign, chapter twenty-four, not exceeding in the whole 79,700 00

236. To the South Ontario Pacific Railway Company, for forty-nine and one-half miles of their railway from Woodstock to Hamilton, in the province of Ontario, in lieu of the subsidy for a like amount granted by the Act fifty-second Victoria, chapter three, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole 158,400 00

237. To the Montreal and Ottawa Railway Company (formerly the Vaudreuil and Prescott Railway Company), for thirty miles of their railway from Vaudreuil towards Hawkesbury, the balance remaining unpaid of the subsidy granted by the Act passed in the session held in the fiftieth and fifty-first years of Her Majesty's reign, chapter twenty-four, not exceeding in the whole 46,040 00

238. To the Tobique Valley Railway Company, for fourteen miles of their railway from Perth Centre station towards Plaister Rock Island, in lieu of the subsidy for a like amount granted by the Act passed in the session held in the fiftieth and fifty-first years of Her Majesty's reign, chapter twenty-four, a subsidy not exceeding $6,400 per mile, nor exceeding in the whole 89,600 00

239. To the Kingston, Smith's Falls and Ottawa Railway Company for fifty-six miles of their railway from the city of Kingston to Smith's Falls, in lieu of the subsidies, not to exceed $179,200, granted by the Acts fifty-second Victoria, chapter three, and fifty-third Victoria, chapter two, a subsidy not exceeding $12,534 per annum, to be paid in semi-annual instalments of $6,267 each, for twenty years, which represents a grant in cash of 179,200 00

" Provided, that upon the completion of twenty-eight miles of the said railway a semi-annual subsidy may be paid proportionate to the value of the portion so completed in comparison with that of the whole fifty-six miles; Provided also, that the company may deposit with the Minister of Finance and Receiver General a sum not exceeding $1,170,000, in consideration whereof there shall be paid to the company, for twenty years, a semi-annual annuity calculated on a basis of three and one-half per cent on the amount so deposited; Provided further, that the Governor in Council may permit the company to assign the said subsidy and annuity to trustees by way of security for any bonds or securities which may be issued by the company in respect of their undertaking."

240. To the Brockville, Westport and Sault Ste. Marie Railway Company, for twenty miles of their railway, from a point at or near Newboro' towards Palmer's Rapids, in the province of Ontario, in lieu of a subsidy for a like amount granted by the Act fifty-second Victoria, chapter three, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... $64,000 00

" Provided that the subsidy hereby granted to the Brockville, Westport and Sault Ste. Marie Railway Company may be paid by instalments, on the completion of each section of the railway as follows, that is to say:—

Sections.	Length in miles.
From, at or near Newboro' to Westport.....	4
From Westport towards Palmers Rapids.....	16

" The subsidies hereinbefore mentioned as to be granted to companies named for that purpose shall be granted to such companies respectively; all the lines for the construction of which subsidies are granted, unless they are already commenced, shall be commenced within two years from the first day of August next, and completed within a reasonable time, not to exceed four years, to be fixed by Order in Council; and shall also be constructed according to descriptions and specifications and upon conditions to be approved by the Governor in Council, on the report of the Minister of Railways and Canals and specified in an agreement to be made in each case by the company with the Government, and which the Government is hereby empowered to make; the location, also of every such line of railway, shall be subject to the approval of the Governor in Council; and all the said subsidies respectively shall be payable out of the Consolidated Revenue Fund of Canada, by instalments, on the completion of each section of the railway of not less than ten miles, proportionate to the value of the portion so completed in comparison with that of the whole work undertaken, to be established by the report of the said Minister, or upon the completion of the work subsidized—except as to the subsidy granted to the Kingston, Smith's Falls and Ottawa Railway Company, the first semi-annual payment upon which shall be made at the end of six months from the date of the Chief Engineer's certificate of the completion of twenty-eight miles of the railway, and each subsequent payment at the end of each six months thereafter, for the term of twenty years,—except also as to the Quebec and Lake St. John Railway Company, the subsidy to which shall be paid upon the completion of the work,—except also as to the Brockville, Westport and Sault Ste. Marie Railway Company, the subsidy to which shall be paid as follows: on the completion of that portion of the said road from, at or near Newboro' to Westport, a distance of four miles, the sum of twelve thousand eight hundred dollars, and on the completion of the remaining sixteen miles from Westport towards Palmer's Rapids, the sum of fifty-one thousand two hundred dollars.

" Within one month after the commencement of each session of Parliament, whilst any of the said moneys are being paid out, there shall be laid before Parliament a statement showing all payments of such moneys during the then next preceding year, the names of the respective persons to whom such payments have been made, and the amounts paid them respectively, together with the engineer's report upon which pay-

ments have been recommended, and copies of all contracts between the Government and the company under which the said subsidies are authorized to be paid.

"The granting of such subsidies respectively shall be subject to such conditions for securing such running power or traffic arrangements and other rights as will afford all reasonable facilities and equal mileage rates to all railways connecting with those so subsidized, as the Governor in Council determines.

By the Act 55-56 Victoria, chap. 5, 1892 *(Assented to 9th July, 1892)* :—

241. To the Lake Erie and Detroit River Railway Company, for fifty-eight miles of their railway from a point at or near Cedar Creek to the town of Ridgetown, in lieu of the subsidies granted to the Lake Erie and Detroit River Railway Company by the Act 53 Victoria, chapter 2, and to the Amherstburg, Lake Shore and Blenheim Railway Company by the Act 52 Victoria, ch. 3. $224,000 00

242. To the Ottawa, Arnprior and Parry Sound Railway Company, for fifty-five miles of their railway from Barry's Bay towards the Northern Pacific Junction Railway, a subsidy not exceeding $6,400 per mile on the first twenty-seven and a half miles out from Barry's Bay, and not exceeding $3,200 per mile on the second twenty-seven and a half miles, nor exceeding in the whole..... 264,000 00

243. To the Canadian Pacific Railway Company or to the Columbia and Kootenay Railway and Navigation Company, for a railway from a point on the Canadian Pacific Railway at or near Revelstoke to the head of Arrow Lake, for twenty-five miles of such railway, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 80,000 00

244. To the Tobique Valley Railway Company, for a railway from the north end of the eleven miles for which a subsidy was granted by the Act 53 Victoria, chapter 2, to Plaister Rock Island, for 3 miles of such railway, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 9,600 00

245. To the Monfort Colonization Railway Company, for twenty-one miles of their railway from Lachute, St. Jérôme or a point at or near St. Sauveur, on the line of the Montreal and Western Railway, to Monfort and westward, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 67,200 00

246. To the Ontario, Belmont and Northern Railway Company, for ten miles of their railway from the Belmont iron mines to the Canadian Pacific Railway and the Central Ontario Railway, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 32,000 00

247. To the Montreal and Champlain Junction Railway Company, the balance remaining unpaid of the subsidies granted by the Acts 50-51 Victoria, chapter 24, and 51 Victoria, chapter 3, a subsidy of..... 15,100 00

248. To the Buctouche and Moncton Railway Company, for thirty-two miles of their railway from Moncton to Buctouche, the balance remaining unpaid of the subsidy, not exceeding $3,200 per mile, granted by the Acts 49 Victoria, chapter 10, and 50-51 Victoria, chapter 24, not exceeding in the whole..... 35,480 00

249. To the Cobourg, Northumberland and Pacific Railway Company, for nineteen miles of their railway from Cobourg to the Ontario and Quebec Railway (in addition to the subsidy granted by the Act 53 Victoria, chapter 2), a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 60,800 00

250. For a railway from the parish of St. Rémi, in the county of Napierville, to St. Cyprien in the said county, for twelve miles of such railway, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole ..... $ 38,400 00

251. To the Inverness and Richmond Railway Company (or any other company undertaking the work), for twenty-five miles of their railway from a point on the Cape Breton Railway, at or near Orangedale, to Broadcove, a subsidy not exceeding $3,200 per mile, in lieu of the subsidy of $50,000 granted to the said railway company by 53 Victoria, chapter 2, and on the same conditions, not exceeding in the whole 80,000 00

252. To the Nicola Valley Railway Company, for twenty-five miles of their railway from a point on the Canadian Pacific Railway at or near Spence's Bridge towards Nicola Lake 80,000 00

253. To the Lotbinière and Megantic Railway Company, for fifteen miles of their railway from a point at or near St. Jean Deschaillons towards Glen Lloyd, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole 48,000 00

254. To the Stewiacke and Lansdowne Railway Company, for a railway from a point on the Intercolonial Railway, through the Stewiacke Valley, on a line which will afford facilities of communication with the iron mines at Springside, Upper Stewiacke and Musquodoboit settlements, twenty-five miles, in lieu of the subsidy granted by the Act 53 Victoria, chapter 2, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole 80,000 00

255. To the Philipsburg Junction Railway and Quarry Company, for six and seven-hundredths miles of their railway from Stanbridge Station to Philipsburg, in the county of Missisquoi, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole 21,000 00

256. To the Kingston, Napanee and Western Railway Company, for three miles of their railway from a point at or near Harrowsmith to a point at or near Sydenham, in lieu of the subsidy granted for this section of road by the Act 52 Victoria, chapter 3, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole 9,600 00

257. For a railway from Cape Tourmente towards Murray Bay, in the province of Quebec, twenty miles, in lieu of the subsidy granted by the Act 52 Victoria, chapter 3, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole 64,000 00

258. To the Stewiacke and Lansdowne Railway Company, for a railway from Truro, or a point between Truro and Stewiacke, to Newport or to Windsor, in the province of Nova Scotia, for forty-nine miles of such railway, in lieu of the subsidy granted by the Act 52 Victoria, chapter 3, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole 156,800 00

259. To the Restigouche and Victoria Railway Company, for fifteen miles of their railway from Campbelton towards Grand Falls, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole 48,000 00

260. For a railway from St. Johns to Ste. Rosalie, thirty-two miles, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole 102,400 00

261. For a railway from St. Placide to St. Andrew's, eight miles, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole.. 25,600 00

262. For a railway to complete the connection between Sydney and Louisburg, in the county of Cape Breton, for twenty-eight miles of such railway, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole 89,600 00

263. To the Belleville and Lake Nipissing Railway Company, for thirty miles of their railway from Belleville to Tweed and thence to Bridgewater, in lieu of the subsidy granted by the Act 53 Victoria, chapter 2, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole ..... $ 96,000 00

264. To the Kingston, Smith's Falls and Ottawa Railway Company, for fifty-six miles of their railway from the city of Kingston to Smith's Falls, in lieu of the subsidies, not to exceed $179,200, granted by the Acts 52 Victoria, chapter 3, and 53 Victoria, chapter 2, a subsidy calculated on a basis of three and a half per cent on the amount of such subsidies so granted, to be paid in semi-annual instalments for such period not exceeding twenty-one years, as the company may elect, which represents a grant in cash of 179,200 00

" Provided, that upon the completion of twenty-eight miles of the said railway a semi-annual subsidy may be paid proportionate to the value of the portion so completed in comparison with that of the whole fifty-six miles : Provided also, that the company may deposit with the Minister of Finance and Receiver General, a sum not exceeding $1,170,000, in consideration whereof there shall be paid to the company for such period not exceeding twenty years as the company may elect, a semi-annual annuity calculated on a basis of three and a half per cent on the amount so deposited. Provided further, that the Governor in Council may permit the company to assign the said subsidy and annuity to trustees by way of security for any bonds or securities which may be issued by the company in respect of their undertaking."

265. To the St. Catharines and Niagara Central Railway Company, for thirty-four miles of their railway from the city of St. Catharines to the city of Hamilton, in lieu of the subsidies, not to exceed $108,000, granted by the Acts 52 Victoria, chapter 3, and 53 Victoria, chapter 2, a subsidy calculated on a basis of three and a half per cent on the amount of the said subsidies, to be paid in semi-annual instalments for such period, not exceeding twenty years, as the company may elect, representing a grant in cash of $108,000 : Provided that, upon the completion of ten miles of said railway, a semi-annual subsidy may be paid proportionate to the value of the portion so completed in comparison with that of the whole thirty-four miles. Provided also, that the company may deposit with the Minister of Finance and Receiver General a sum not exceeding $400,000, in consideration whereof there shall be paid by the Government to the company, for such period not exceeding twenty years, as the company may elect, a semi-annual annuity, calculated on a basis of three and a half per cent on the amount so deposited, or a guarantee of a like sum, as interest on the bonds of the company : Provided further, that the company, with the approval of the Governor in Council, may assign the said subsidy and annuity to trustees by way of security for principal, or interest of any bonds or securities which may be issued by the company in respect of their undertaking, and the subsidy last above mentioned to the St. Catharines and Niagara Central Railway Company shall be paid in instalments, the first semi-annual payment upon which shall be made at the end of the six months from the date of the Chief Engineer's certificate of the completion of the first ten miles of railway, and each subsequent payment at the end of six months thereafter, for the term of twenty years or less. It is a condition of this subsidy that the sum not exceeding $400,000 above mentioned shall be deposited with the Finance Minister before January 1st, 1893.

266. To the Woodstock and Centreville Railway Company, for a railway from Woodstock towards Centreville, twenty miles, in lieu of the subsidy granted by 50-51 Victoria, chapter 24, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... $64,000 00

267. To the Brockville, Westport and Sault Ste. Marie Railway Company, for the balance remaining unpaid of the subsidy granted by the Act 52 Victoria, chapter 3, not exceeding $3,200 per mile, and also for the balance remaining unpaid of the subsidy granted by the Act 53 Victoria, chapter 2, nor exceeding in the whole..... 96,800 00

268. To the New Glasgow Iron, Coal and Railway Company, for a railway from Eureka Junction on the Intercolonial Railway to a point at or near Sunnybrae, including a branch line to the charcoal iron furnace at Bridgeville, for twelve and a half miles of such railway, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 40,000 00

269. To the Thousand Island Railway Company, for an extension of their railway to connect with the Brockville, Westport and Sault Ste. Marie Railway, the Kingston, Napanee and Western Railway, the Kingston, Smith's Falls and Ottawa Railway, or the waters of the Rideau Canal, and an extension across the mouth of the Gananoque River, the balance remaining unpaid of the subsidy granted by the Act 52 Victoria, chapter 3, not exceeding in the whole..... 44,000 00

Payable, $14,000 on the completion of the last named or southern extension, and the balance of said subsidy, being $30,000, on the completion of the first named or northern extension of their railway.

270. To the Manitoulin and North Shore Railway Company, for thirty miles of their railway from Little Current to the Algoma Branch of the Canadian Pacific Railway, in lieu of the subsidy granted by the Act 53 Victoria, chapter 2, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... $96,000 00

271. To the Lindsay, Bobcaygeon and Pontypool Railway Company, for sixteen miles of their railway from the end of the line subsidized by the Act 53 Victoria, chapter 2, at the junction with the Midland Railway, to Pontypool, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 51,200 00

272. For seventy-five miles of the railway from Sand Point, Shelburne Harbour, in Nova Scotia, to Annapolis Royal, in the county of Annapolis and to a junction at or near New Germany on the Nova Scotia Central Railway, with a view to future construction to Liverpool, in lieu of the subsidy of a like amount granted by the Act 53 Victoria, chapter 2, for the same length of railway from Shelburne and from Liverpool, towards Annapolis, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 240,000 00

273. To the Kingston, Napanee and Western Railway Company, for twenty miles of their railway, being extensions or branches in the counties of Peterborough, Hastings, Addington, Frontenac or Leeds, towards iron deposits, a subsidy not exceeding $3,200 per mile, payable in instalments regulated by the length of each of the said extensions, additions or branches, the subsidy not exceeding in the whole..... 64,000 00

274. To the St. John Valley and Rivière du Loup Railway Company, for ten miles of their railway from the north end of the line subsidized by the Act 53 Victoria, chapter 2, towards the town of Woodstock, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 48,000 00

275. To the Cobourg, Northumberland and Pacific Railway Company, for thirty miles of their railway from Cobourg to the Ontario and Quebec Railway, in lieu of the subsidy granted by the Act 53 Victoria, chapter 2, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole ..... $ 96,000 00

276. To the Ottawa, Arnprior and Parry Sound Railway Company, for thirty miles of their railway, from Eganville to Barry's Bay, in lieu of the subsidy granted by the Act 53 Victoria, chapter 2, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole 96,000 00

277. To the Ottawa, Arnprior and Parry Sound Railway Company, for twenty-two miles of their railway from a point on the Canadian Pacific Railway to Eganville, in lieu of the subsidy granted by the Act 51 Victoria, chapter 3, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole 70,400 00

278. To the Lake Témiscamingue Colonization Railway Company, for thirty-five miles of their railway from Mattawa to the Long Sault, in lieu of the subsidies granted by the Acts 52 Victoria, chapter 3, and 53 Victoria, chapter 2, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole 112,000 00

279. To the Témiscouata Railway Company, for twelve miles of their railway from the north end of the section of the St. François Branch subsidized by the Act 51 Victoria, chapter 3, being the first twelve miles on the section subsidized by the Act 53 Victoria, chapter 2, a subsidy not exceeding $1,800 per mile, in addition to the subsidy already granted, and not exceeding in the whole 21,600 00

280. To the Tilsonburg, Lake Erie and Pacific Railway Company, for sixteen miles of their railway from Port Burwell to Tilsonburg, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole 51,200 00

281. To the Woodstock and Centreville Railway Company, for six miles of their railway from the west end of their twenty miles subsidized by the Act 50-51 Victoria, chapter 24, to the international boundary between the province of New Brunswick and the state of Maine, in lieu of the subsidy granted by the Act 53 Victoria, chapter 2, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole 19,200 00

282. To the Lake Témiscamingue Colonization Railway Company, for 15 miles of their railway from the Long Sault to the crossing of the Kippewa River, a subsidy not exceeding $3,200 per mile—and a subsidy of fifteen per cent on the value of a wooden truss bridge over the Ottawa River near Mattawa, not exceeding $15,000,—nor exceeding in the whole 63,000 00

283. To the Goderich and Wingham Railway Company, for thirty-one miles of their railway from Goderich to Wingham, via Port Albert, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole 99,200 00

284. To the Joliette and St. Jean de Matha Railway Company, for eight miles of their railway from St. Félix de Valois to St. Jean de Matha, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole 25,600 00

285. To the Bracebridge and Baysville Railway Company, for fifteen miles of their railway from Bracebridge towards Baysville, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole. 48,000 00

286. To the Nipissing and James Bay Railway Company, for twenty-five miles of their railway from, at or near North Bay station on

the Canadian Pacific Railway towards James Bay, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... $ 80,000 00

287. For a railway from a point on the Intercolonial Railway between Ste. Flavie and Little Métis station to Matane, for fifty miles of such railway, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 160,000 00

288. To the Ontario and Pacific Railway Company, for fifty-three and eighty-seven hundredths miles of their railway from Cornwall to Ottawa, in lieu of the subsidy granted by the Act 52 Victoria, chapter 3, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 172,400 00

289. For a railway from a point on the line of the Canadian Pacific Railway on the Isle Jésus, in the county of Laval, towards St. Eustache, for twelve miles of such railway, in lieu of the subsidy granted by the Act 50-51 Victoria, chapter 24, to the Carillon and Grenville Railway Company, for twelve miles of their railway, from St. Eustache to Sault au Récollet, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 38,400 00

290. For a railway from St. Eustache to St. Placide, in the county of Two Mountains, for eighteen miles of such railway, in lieu of the subsidy granted by the Act 49 Victoria, chapter 10, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 57,600 00

291. To the Port Arthur, Duluth and Western Railway Company, the balance remaining unpaid of the subsidy granted by the Act 51 Victoria, chapter 3, not exceeding, with the amount already paid, $3,200 per mile, nor exceeding in the whole..... 114,125 00

292. To the Drummond County Railway Company for four and six-tenths miles of their railway from Bull's Wharf, on the St. Lawrence River, near Nicolet, to Ste. Rosalie Junction, an excess of distance by the constructed line over the subsidies heretofore voted for a railway between the said points, $3,200 per mile, not exceeding in the whole..... 14,720 00

293. To the St. Lawrence and Adirondack Railway Company, for five and forty-two hundredths miles of their railway, from Huntingdon towards the international boundary, which, with the distance between Valleyfield and Huntingdon, twelve and fifty-eight hundredths miles, makes up the distance of eighteen miles named in the 53 Vic., chap. 2, granting a subsidy to this company, and for five and forty-hundredths miles from the east end of the eighteen miles referred to to the international boundary, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 25,024 00

" The subsidies hereinbefore mentioned as to be granted to companies named for that purpose shall, if granted by the Governor in Council, be granted to such companies respectively ; the other subsidies may be granted to such companies as shall be approved by the Governor in Council as having established to his satisfaction their ability to construct and complete the said railways respectively ; all the lines for the construction of which subsidies are granted, unless they are already commenced, shall be commenced within two years from the first day of August next, and completed within a reasonable time, not to exceed four years, to be fixed by Order in Council, and shall also be constructed according to descriptions and specifications, and upon conditions to be approved by the Governor in Council, on the report of the Minister of Railways and Canals, and specified in an agreement to be made in each case by the company with the Government, which agreement the Government is hereby empowered to make ; the location also of every such line of railway shall be subject to the approval of the Governor in Council ; and all the said subsidies respectively shall be payable out of the Consolidated

Revenue Fund of Canada, by instalments, on the completion of each section of the railway of not less than ten miles, proportionate to the value of the portion so completed in comparison with that of the whole work undertaken, to be established by the report of the said Minister, or upon the completion of the work subsidized,—except as to subsidies with respect to which it is hereinbefore otherwise provided, and except also as to the subsidy granted to the Kingston, Smith's Falls and Ottawa Railway Company, and the subsidy granted to the St. Catharines and Niagara Central Railway Company, the first semi-annual payments upon both of which shall be made at the end of six months from the date of the Chief Engineer's certificate of the completion of their railways respectively, and each subsequent payment at the end of each six months thereafter, for the term of twenty years or less.

"The granting of such subsidies respectively shall be subject to such conditions for securing such running powers or traffic arrangements and other rights as will afford all reasonable facilities and equal mileage rates to all railways connecting with those so subsidized, as the Governor in Council determines."

294. Notwithstanding the expiration of the time limited by the Act 47 Victoria, chapter 8, and by the contract entered into with the Pontiac Pacific Junction Railway Company, the Governor in council may pay the balance remaining unpaid of the subsidy granted by the said Act to the said company, according as it becomes due and payable in accordance with the said contract, and subject to the terms and conditions applicable to the said subsidy under the terms of the said Act.

295. Notwithstanding the expiration of the time limited by the Act 52 Victoria, chapter 3, and by the contract entered into with the Quebec and Lake St. John Railway Company, the Governor in Council may pay the balance remaining unpaid of the subsidy granted by the said Act to the said company, according as it becomes due and payable in accordance with the said contract, and subject to the terms and conditions applicable to the said subsidy under the terms of the said Act; and notwithstanding anything contained in the Act 50-51 Victoria, chapter 24, the Governor in Council may also pay to the said company the balance remaining unpaid of the subsidy granted to the company by the said Act, amounting to $12,800, on the four miles of their road from the north end of the main line subsidized towards Roberval.

By the Act 56 Vic., chap. 2, 1893 (*Assented to 1st April, 1893*):—

296. To the Great Eastern Railway Company, for twenty miles of their railway, from the east end of the line subsidized by the Act 50-51 Victoria, chapter 24, at St. Grégoire, towards the Chaudière Junction station on the Intercolonial Railway, in the province of Quebec, in lieu of the subsidy granted by the Act 52 Victoria, chapter 3, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... $ 64,000 00

297. To the United Counties Railway Company, for thirty-two miles of their railway, from a point at or near the town of Iberville to St. Hyacinthe, and thence towards Sorel, in lieu of the subsidy granted by the Act 55-56 Victoria, chapter 5, for a railway from St. Johns to Ste. Rosalie, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 102,400 00

298. To the Ontario, Belmont and Northern Railway Company, for ten miles of their railway, divided into two sections: first, from the Belmont Iron Mines to Marmora village; second, from Marmora village to the junction with the Ontario Central Railway, in lieu of the subsidy granted by the Act 55-56 Victoria, chapter 5, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 32,000 00

299. To the Central Ontario Railway Company, for twenty miles of their railway, from Coe Hill or Gilmore, or some point between

Coe Hill and Gilmore, to Bancroft, via L'Amable, or as near thereto as practicable, in lieu of the subsidy granted by the Act 48-49 Victoria, chapter 59, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole ..... $ 64,000 00

300. To the Quebec and Lake St. John Railway Company, for thirty miles of their railway, from Lake St. John towards Chicoutimi, the balance remaining unpaid of the subsidy granted by the Act 51 Victoria, chapter 3, not exceeding in the whole..... 81,040 00

301. To the Irondale, Bancroft and Ottawa Railway Company, for fifty miles of their railway, from the Victoria branch of the Midland Railway to the village of Bancroft, in the county of Hastings, the balance remaining unpaid of the subsidy granted by the Act 47 Victoria, chapter 8, and again granted by the Act 52 Victoria, chapter 3, not exceeding in the whole 145,000 00

302. To the Beauharnois Junction Railway Company, for thirty miles of their railway, from Ste. Martine towards St. Anicet, the balance remaining unpaid of the subsidy granted by the Act 50-51 Victoria, chapter 24, not exceeding in the whole..... 3,500 00

303. To the St. Stephen and Milltown Railway Company, for three and a half miles of their railway, from the town of St. Stephen to the town of Milltown, in lieu of the subsidy granted by the Act 53 Victoria, chapter 2, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole 11,200 00

304. To the Quebec, Montmorency and Charlevoix Railway Company, for thirty miles of their railway, from the east bank of the River St. Charles, to or near to Cape Tourmente, in the province of Quebec, the balance remaining unpaid of the subsidy granted by the Act 52 Victoria, chapter 3, not exceeding in the whole.. 30,400 00

305. To the Ottawa and Gatineau Valley Railway Company, for sixty-two miles of their railway, from Hull station towards Le Désert, the balance remaining unpaid of the subsidy granted by the Act 52 Victoria, chapter 3, not exceeding in the whole..... 89,248 00

306. To the Grand Trunk, Georgian Bay and Lake Erie Railway Company, for fifteen miles of their railway, from the village of Tara, or some point between Tara and Hepworth, to the town of Owen Sound, in the province of Ontario, in lieu of the subsidy granted by the Act 52 Victoria, chapter 3, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 48,000 00

307. To the Nova Scotia Central Railway Company (or to such person or persons or company as in the opinion of the Minister or acting Minister of Justice are entitled to the same) for eighty miles of their railway, from Lunenburg, on the east coast of Nova Scotia, westward to a point in the district of New Germany, together with a spur about three-fourths mile long to Bridgewater railway wharf, and from a point thirty-three and a half miles from Lunenburg and running to Middleton on the Windsor and Annapolis Railway, of unpaid subsidies granted by the Acts 50-51 Victoria, chapter 24, and 51 Victoria, chapter 3, an amount not exceeding in the whole..... 4,500 00

308. To the Great Northern Railway Company, for eighteen miles of their railway, from a point at or near New Glasgow or St. Lin, to or near to Montcalm, in the province of Quebec, the balance remaining unpaid of the subsidy granted by the Act 54-55 Victoria, chapter 8, not exceeding in the whole..... 25,600 00

309. To the Great Northern Railway Company, for fifteen miles of their railway, from, at or near Montcalm to the Canadian Pacific

Railway between Joliette and St. Félix de Valois, in lieu of the subsidy granted by the Act 53 Victoria, chap. 2, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... $ 48,000 00

310. To the Montfort Colonization Railway Company, for twenty-one miles of their three-feet gauge railway from Lachute, St. Jérôme, or a point at or near St. Sauveur, on the line of the Montreal and Western Railway, to Montfort and westward, in lieu of the subsidy granted by the Act 55-56 Victoria, chapter 5, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 67,200 00

311. To the Maskinongé and Nipissing Railway Company, for fifteen miles of their railway, from a point on the Canadian Pacific Railway at or near Maskinongé or Louiseville, towards the parish of St. Michel des Saints, on the river Mattawa, in the province of Quebec, and for fifteen miles of their railway from the north end of the fifteen miles above referred to, towards the parish of St. Michel des Saints on the river Mattawa, in the province of Quebec, in lieu of the subsidies granted by the Acts 52 Victoria, chap. 3, and 53 Victoria, chap. 2, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 96,000 00

312. To the Parry Sound Colonization Railway Company, for forty miles of their railway, from the village of Parry Sound to the village of Sundridge, or some other point on the Northern Pacific Junction Railway, in the province of Ontario, the balance remaining unpaid of the subsidy granted by the Act 52 Victoria, chapter 3, not exceeding in the whole..... 97,600 00

313. To the Jacques Cartier Union Railway Company, for extending and completing their railway, in lieu of the subsidy granted by the Act 50-51 Victoria, chapter 24, a subsidy of..... 20,000 00

314 To the Oshawa Railway Company, for seven miles of their railway and branches as follows: from Port Oshawa to a point at or near Edmondson's Falls mill site, near Mill Street, in the town of Oshawa (this portion being known as the "Lake" section of the said railway); thence to a point at or near the town hall in the town of Oshawa, and thence to the Oshawa station of the Grand Trunk Railway Company of Canada (this portion being known as the "Town" or "Northern" section of the said railway)—in lieu of the subsidy granted by the Act 54-55 Victoria, chapter 8, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 22,400 00

"All the lines for the construction of which subsidies are granted, unless they are already commenced, shall be commenced within two years from the first day of August next, and completed within a reasonable time, not to exceed four years, to be fixed by Order in Council, and shall also be constructed according to descriptions and specifications and upon conditions to be approved by the Governor in Council, on the report of the Minister of Railways and Canals, and specified in an agreement to be made in each case by the company with the Government, which agreement the Government is hereby empowered to make; the location, also, of every such line of railway shall be subject to the approval of the Governor in Council.

"The granting of such subsidies respectively shall be subject to such conditions for securing such running powers or traffic arrangements and other rights as will afford all reasonable facilities and equal mileage rates to all railways connecting with those so subsidized, as the Governor in Council determines.

"All the said subsidies respectively shall be payable out of the Consolidated Revenue Fund of Canada, by instalments on the completion of each section of the railway of not less than ten miles, proportionate to the value of the portion so completed

in comparison with that of the whole work undertaken, to be established by the report of the said Minister, or upon the completion of the work subsidized,—except as follows :—

"(*a.*) The subsidy to the Ontario, Belmont and Ottawa Railway Company, which shall be paid as follows : on the completion of the first section, an instalment proportionate to the value of the said section in comparison with that of the ten miles hereby subsidized, to be established as aforesaid, and the balance of the said subsidy on the completion of the second section ;

"(*b.*) The subsidy to the Oshawa Railway Company, which shall be paid as follows : on the completion of the "Town" or "Northern" section, an instalment proportionate to the value of the said section in comparison with that of the seven miles hereby subsidized, to be established as aforesaid, and the balance of the said subsidy, on the completion of the "Lake" section of the said railway."

By the Act 57-58 Vic., cap. 4, 1894. *(Assented to, 23rd July, 1894)* :—

315. To the Bracebridge and Baysville Railway Company, for fifteen miles of their railway from Bracebridge towards Baysville, in lieu of the subsidy granted by chapter 5 of 1892, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... $ 48,000

316. To the Brockville, Westport and Sault Ste. Marie Railway, the balance remaining unpaid of the subsidy granted by chapter 3 of 1889, not exceeding $3,200 per mile, and also the balance remaining unpaid of the subsidy granted by chapter 2 of 1890, which was re-granted by chapter 5 of 1892 ; the whole not exceeding 86,800

317. To the Tilsonburg, Lake Erie and Pacific Railway Company, for sixteen miles of their railway, from Port Burwell to Tilsonburg, in lieu of the subsidy granted by chapter 5 of 1892, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole 51,200

318. To the Brantford, Waterloo and Lake Erie Railway Company, for eighteen miles of their railway, from the town of Brantford to the village of Hagarsville or the village of Waterford, or some intermediate point on the Canada Southern Railway, the balance remaining unpaid of the subsidy granted by chapter 24 of 1887, not exceeding $3,200 per mile, nor exceeding in the whole 4,790

319. To the St. Catharines and Niagara Central Railway Company, for 34 miles of their railway from the city of St. Catharines to the city of Hamilton, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 108,800

320. To the Montreal and Ottawa Railway Company (formerly the Vaudreuil and Prescott Railway Company), for thirty miles of their railway from Vaudreuil towards Hawkesbury, the balance remaining unpaid of the subsidy granted by chapter 24 of 1887 ; and for 30 miles of their railway from the western end of the 30 miles first mentioned towards Ottawa, the balance remaining unpaid of the subsidy granted by chapter 2 of 1890, not exceeding $3,200 per mile ; the whole not exceeding..... 118,400

321 Notwithstanding the expiration of the time limited by chapter 2 of 1890, and by the contract entered into with the Quebec Central Railway Company, and notwithstanding anything otherwise in the said chapter 2 contained, the Governor in Council may pay the subsidy granted by the said chapter to the said company at the present worth of the twenty annual payments mentioned in the said chapter (interest computed at four per cent), for and upon the completion of its railway extending from a point between the Chaudière River and Tring Station to a point on the International Railway at or near Lake Megantic, and upon the inspection and acceptance of the same by the Chief Engineer of Railways and Canals, the sum in all of..... 288,000

322. To the Philipsburg Junction Railway and Quarry Company, for $\frac{67}{100}$ mile of their railway from Stanbridge Station to Philipsburg, in the county of Missisquoi and a branch to Missisquoi Bay, the balance remaining unpaid of the subsidy granted by chapter 5 of 1892, not exceeding $3,200 per mile, nor exceeding in the whole ..... $ 2,912

323. To the Joliette and St. Jean de Matha Railway Company, for 8 miles of their railway from St. Félix de Valois to St. Jean de Matha, in lieu of the subsidy granted by chapter 5 of 1892, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole 23,600

324. To the Lake Temiscamingue Colonization Railway Company, for their railway from Mattawa to the foot of the Kippewa Lake, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole $160,000,—also 15 per cent on the value of a wooden truss bridge over the Ottawa River near Mattawa, not to exceed $15,000 in all, in lieu of the subsidies granted by chapter 5 of 1892,—also the balance remaining unpaid of the subsidy granted by chapter 24 of 1887, for their railway from Long Sault to Lake Kippewa, a subsidy not exceeding $3,200 per mile of railway and 15 per cent on the value of the bridges,—also, a sum of $1,750 additional per mile on their said railway from Mattawa to the foot of the Kippewa Lake; the whole not exceeding 274,940

325. For a railway from St. Placide to St. Andrews, 8 miles, in lieu of the subsidy granted by chapter 5 of 1892, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole 25,600

326. For a railway from St. Eustache to St. Placide, in the county of Two Mountains, for 18 miles of such railway, in lieu of the subsidy granted by chapter 5 of 1892, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole 57,600

327. For a railway from a point on the line of the Canadian Pacific Railway on Isle Jésus, in the county of Laval, towards St. Eustache, for 12 miles of such railway, in lieu of the subsidy granted by chapter 5 of 1892, to the Carillon and Grenville Railway Company, for 12 miles of their railway, from St. Eustache to Sault au Récollet, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole 38,400

328. For a railway from the parish of St. Rémi, in the county of Napierville, to St. Cyprien, in the said county, for 12 miles of such railway, in lieu of the subsidy granted by chapter 5 of 1892, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole 38,400

329. To the Pontiac Pacific Junction Railway Company, for bridging the several channels of the Ottawa River at Culbute and west thereof, a subsidy of $31,500, to be paid out monthly as the work progresses, upon the certificate of the chief engineer of government railways, in the proportion which the value of the work executed bears to the value of the whole work undertaken; and for 3 miles of their railway extending from a point 3 miles east of Pembroke to Pembroke, in the province of Ontario, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole $9,600, in lieu of the subsidy granted by chapter 3 of 1888; provided that the entire work subsidized upon this railway shall be completed within 4 years from the passing of this Act; the subsidy granted by this Act not to exceed in the whole 41,100

330. To the Pontiac Pacific Junction Railway Company, for the construction or acquisition of 7½ miles of railway, from Hull to Aylmer, in lieu of the subsidy granted by chapter 2 of 1890, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole. $ 24,000

331. To the Pontiac Pacific Junction Railway Company, for 85 miles of their railway from Aylmer to Pembroke, the balance remaining unpaid of the subsidy granted by chapter 8 of 1884, less the subsidy granted for the line from Hull to Aylmer, provided the Ottawa River is crossed at some point not east of Lapasse, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole 73,172

332. To the Harvey Branch Railway Company, for 3 miles of their railway from the southern terminus of the Albert Railway to Harvey Bank, the balance remaining unpaid of the subsidy granted by chapter 24 of 1887, not exceeding $3,200 per mile, nor exceeding in the whole..... 4,046

333. For a railway from a point on the Intercolonial Railway near Newcastle via Douglastown, to a point on the River Miramichi opposite the town of Chatham, in the province of New Brunswick, 6 miles, in lieu of the subsidy granted by chapter 10 of 1886, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 19,200

334. For a railway from some point on the Joggins Railway, near the Hebert River, to Young's Mills, in the province of Nova Scotia, a distance of 5 miles, in lieu of the subsidy granted by chapter 3 of 1889, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 16,000

335. To the Woodstock and Centreville Railway Company, for a railway from Woodstock to the international boundary between the province of New Brunswick and the state of Maine, 26 miles, in lieu of the subsidies granted by chapter 24 of 1887 and chapter 2 of 1890 a subsidy not exceeding $3,200 per mile nor exceeding in the whole..... 83,200

336. For 90 miles of the railway from Newport or Windsor to Truro, or to a point between Truro and Stewiacke, and from a point on the said railway to a point at or near Eastville, and from Eastville through the valley of the Musquodoboit River towards a point on the proposed Dartmouth branch of the Intercolonial, in lieu of the subsidy granted by chapter 5 of 1892, a subsidy not exceeding $3,200 per mile; and also for a railway bridge over the Shubenacadie River on the line of the said railway, a subsidy of 15 per cent on the value of the structure; the whole not exceeding..... 300,000

337. To the Nipissing and James Bay Railway Company, for 25 miles of their railway from, at or near North Bay Station on the Canadian Pacific Railway towards James Bay, in lieu of the subsidy granted by chapter 5 of 1892, a subsidy not exceeding $3,200 per mile; also for 43 miles of their railway from North Bay towards Lake Tamagaming, a subsidy not exceeding $3,200 per mile; the whole not exceeding..... 217,000

338. To the Lotbinière and Mégantic Railway Company, for 15 miles of their railway, in addition to the 15 miles already subsidized and built, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 48,000

339. To the Drummond County Railway Company, for 30 miles of their railway from St. Leonard northerly towards a junction with the Intercolonial Railway at Chaudière Junction, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 96,000

340. For a railway from Lime Ridge, in the county of Wolfe, in the province of Quebec, northerly through the county of Wolfe and into the county of Megantic, a distance not exceeding 50 miles from Lime Ridge, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... $ 160,000

341. To the Strathroy and Western Counties Railway Company, for 25 miles of their railway from St. Thomas through the counties of Elgin and Middlesex, towards Forest Station or Park Hill, on the Grand Trunk Railway, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 80,000

342. To the Parry Sound Colonization Railway Company, for 20 miles of their railway east from Parry Sound, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 64,000

343. To the Manitoulin and North Shore Railway Company, for 10 miles of their railway from Little Current to Nelson, on the Algoma Branch of the Canadian Pacific Railway, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 32,000

344. To the United Counties Railway Company for 32 miles of their railway from Iberville to Sorel, in addition to the 32 miles already subsidized, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 102,400

345. To the Joliette and St. Jean de Matha Railway Company, for 12 miles of their railway from St. Jean de Matha to Ste. Emelie de L'Energie, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 38,400

346. To the Great Northern Railway Company, for 22 miles of their railway, from the eastern end of the 15 miles subsidized by chapter 2 of 1893 to a point between Joliette and St. Félix de Valois, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 70,400

347. To the Quebec and Lake St. John Railway Company, for 2 miles of the Chicoutimi branch of their railway, from the east end of the 50 miles already subsidized and built eastward to deep water at Chicoutimi, a subsidy not exceeding $3,200 per mile; also for 12 miles from the 52nd mile on the Chicoutimi branch to Ha Ha Bay, a subsidy not exceeding $3,200 per mile; the whole not exceeding..... 44,800

348. To the Pontiac and Ottawa Railway Company, for 23 miles of their railway from the point of divergence from the Pontiac Railway to Ferguson's Point, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 73,600

349. To the Ottawa and Gatineau Valley Railway Company, for 20 miles of their railway from the eastern end of the 62 miles already subsidized towards Désert, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 64,000

350. To the Canada Eastern Railway Company for 6 miles of their railway from the town of Chatham to Black Brook, a subsidy not exceeding $3,200 per mile; also for 4 miles of their railway for a branch to the village of Nelson, a subsidy not exceeding $3,200 per mile; the whole not exceeding..... 32,000

351. For a railway from Cross Creek Station, on the Canada Eastern Railway to Stanley village, in the county of York, in the province of New Brunswick, 6 miles, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 19,200

352. To the Restigouche and Victoria Railway Company, for 20 miles of their railway from the western end of the 15 miles subsidized by chapter 5 of 1892, towards Grand Falls, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 64,000

353. To the Central Railway Company of New Brunswick, for 15 miles of their railway from Chipman station to the Newcastle coal fields, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... $ 48,000

354. To the Tobique Valley Railway Company, for 15 miles of their railway from the present terminus at Plaister Rock easterly, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 48,000

355. Towards the restoration or renewal of the railway bridge on the South-eastern Railway over the Yamaska River at Yamaska, a subsidy equal to one-third of the actual cost of the renewal of the bridge, but the grant not to exceed in the whole..... 50,000

356. To the Boston and Nova Scotia Coal and Railway Company, for 10½ miles of their railway from the north end of the section already subsidized to Broad Cove, a subsidy not exceeding $3,-200 per mile; also for 25 miles of their railway from a point on the Cape Breton Railway at or near Orangedale towards Broad Cove, in lieu of the subsidy granted by chapter 5 of 1892, a subsidy not exceeding $3 200 per mile; the whole not exceeding 113,600

357. For a railway from Port Hawkesbury towards Cheticamp, 25 miles, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 80,000

358. To the Manitoba North-western Railway Company, for 100 miles of the extension of their main line from its present western terminus towards Prince Albert,—the company relinquishing 3,200 acres of the land grant per mile, and the whole road to be operated as a continuous line of railway under one management, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 320,000

359. For a line of railway from the junction of the Elk and Kootenay Rivers to Coal Creek, a distance of 34 miles, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 108,800

360. For a railway from Abbotsford Station on the Mission Branch of the Canadian Pacific Railway to the town of Chilliwack, 21 miles, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 67,200

361. To the Nicola Valley Railway Company, for 28 miles of their railway from the western end of the section of their road subsidized by chapter 5, of 1892, towards Nicola Lake, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 89,600

362. To the Nakusp and Slocan Railway Company, for 38 miles of their railway from the town of Nakusp to a point at or near the Forks of Carpenter Creek, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 121,600

363. To the Pontiac and Kingston Railway Company, for 22 miles of a railway from Portage du Fort to Upper Thorne Centre, via Shawville, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 70,400

364. To the New Glasgow Iron, Coal and Railway Company, for 5 miles of their railway, from Sunnybrae to Kerrogare, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole.... 16,000 00

365. To the South Shore Railway Company, for 35 miles of their railway from Yarmouth towards Shelburne and Lockport, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole. 112,000 00

366. To the Cape Breton Railway Extension Company, for 30 miles of railway from Port Hawkesbury to St. Peter's, on their line of railway from Port Hawkesbury to Louisbourg, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 96,000 00

367. For a railway from a point on the Intercolonial Railway between Norton and Sussex Stations towards Havelock, 20 miles, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole. $ 64,000 00

368. For a railway from St. John to Barneville, for a distance of 10 miles, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 32,000 00

369. For a line of railway from Cap de la Magdeleine to connect with the Piles Branch of the Canadian Pacific Railway, 3 miles, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 9,600 00

370. To the Canada Eastern Railway Company, for an extension of one mile from the western end of their railway, to connect with the Canadian Pacific Railway, a subsidy not exceeding..... ..... 3,200 00

371. To the Great Northern Railway Company, for 30 miles of their railway from its junction with the Lower Laurentian Railway near St. Tite, in the vicinity of the River St. Maurice, westward, in lieu of the subsidy granted to the Maskinongé and Nipissing Railway Company by chapter 2 of 1893, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 96,000 00

372. To the Lindsay, Bobcaygeon and Pontypool Railway Company, for 16 miles of their railway from Bobcaygeon to the Midland Railway, and for another 16 miles from the end of the first mentioned 16 miles to Pontypool, in lieu of the subsidies granted by chapter 2 of 1890, and chapter 5 of 1892, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 102,400 00

373. To the Montfort Colonization Railway Company, for 12 miles of their railway from the end of the 21 miles already subsidized westward to a point on the Rouge River, in the county of Argenteuil, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 38,400 00

374. For a railway from a point on the Caraquet Railway, at or near Pokemouche siding, towards Tracadie village, 12 miles, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 38,400 00

The subsidies hereinbefore mentioned as to be granted to companies named for that purpose shall, if granted by the Governor in Council, be granted to such companies respectively; the other subsidies may be granted to such companies as shall be approved by the Governor in Council as having established to his satisfaction their ability to construct and complete the said railways respectively; all the lines for the construction of which subsidies are granted, unless they are already commenced, shall be commenced within two years from the first day of August next, and completed within a reasonable time, not to exceed four years, to be fixed by Order in Council, and shall also be constructed according to descriptions and specifications and upon conditions to be approved by the Governor in Council, on the report of the Minister of Railway and Canals, and specified in an agreement to be made in each case by the company with the Government, which agreement the Government is hereby empowered to make; the location also of every such line of railway shall be subject to the approval of the Governor in Council.

The granting of such subsidies respectively shall be subject to such conditions for securing such running powers or traffic arrangements and other rights as will afford all reasonable facilities and equal mileage rates to all railways connecting with those so subsidized, as the Governor in Council determines.

The said subsidies respectively shall be payable out of the Consolidated Revenue Fund of Canada, by instalments, on the completion of each section of the railway of not less than ten miles, proportionate to the value of the portion so completed in comparison with that of the whole work undertaken, to be established by the report of the said Minister, or upon the completion of the work subsidized,—except as to subsidies with respect to which it is hereinbefore otherwise provided, and except also as to the

subsidy granted to the Great Northern Railway Company by chapter two of 1893, for fifteen miles from Montcalm to the Canadian Pacific Railway, which shall be paid as follows: on the completion of the eighteen miles from New Glasgow to Montcalm and of two miles out of the fifteen miles from Montcalm to the Canadian Pacific Railway, an instalment proportionate to the value of the ten miles out of the total mileage subsidized by chapter two of 1893, to be established as aforesaid, and the balance of the said subsidy on the completion of the remaining thirteen miles of the said railway.

No subsidies were authorized by 58-59 Vict. (1895), nor by 59 Vict. (1896).

By the Act 60-61, chapter 4, 1897 *(Assented to 29th June, 1897)*.

1. In this Act, unless the context otherwise requires, the expression "cost" means the actual, necessary and reasonable cost, and includes the amount expended upon any bridge up to and not exceeding twenty-five thousand dollars, forming part of the line of railway subsidized not otherwise receiving any bonus, but shall not include the cost of equipping the railway, nor the cost of terminals and right of way of the railway in any city or incorporated town; and such actual, necessary and reasonable cost shall be determined by the Governor in Council, upon the recommendation of the Minister of Railways and Canals and upon the report of the Chief Engineer of Government Railways, certifying that he has made or caused to be made an inspection of the line of railway for which payment of subsidy is asked, and careful inquiry into the cost thereof, and that in his opinion the amount upon which the subsidy is claimed is reasonable, and does not exceed the true, actual and proper cost of the construction of such railway.

2. The Governor in Council may grant a subsidy of $3,200 per mile towards the construction of each of the undermentioned lines of railway (not exceeding in any case the number of miles hereinafter respectively stated), which shall not cost more on the average than $15,000 per mile for the mileage subsidized, and towards the construction of each of the said lines of railway not exceeding the mileage hereinafter stated, which shall cost more on the average than $15,000 per mile for the mileage subsidized, a further subsidy beyond the sum of $3,200 per mile of fifty per cent on so much of the average cost of the mileage subsidized as is in excess of $15,000 per mile, such subsidy not exceeding in the whole the sum of $6,400 per mile:—

375. To the Ottawa and New York Railway Company, for $53\frac{87}{100}$ miles of their railway from Cornwall to Ottawa, in lieu of the subsidy granted by chapter 5 of the statutes of 1892,

376. To the Kingston, Smith's Falls and Ottawa Railway Company, for 101 miles of their railway from Kingston, or a junction with the Grand Trunk Railway at Rideau or some other point near Kingston, to Ottawa, in lieu of the subsidy granted by chapter 5 of 1892;

377. For a railway from a point on the Canadian Pacific Railway, at or near either Welsford or Westfield, or between the said two points, to Gagetown, in the county of Queen's, New Brunswick, not exceeding 30 miles, in lieu of the subsidy granted by chapter 2 of 1890;

378. To the Cobourg, Northumberland and Pacific Railway Company, for 50 miles of their railway from Cobourg to the Ontario and Quebec Railway, in lieu of the subsidies granted by chapter 5 of 1892;

379. To the Ottawa and Gatineau Railway Company, for 20 miles of their railway from the end of the 62nd mile subsidized towards Désert, in lieu of the subsidies granted by chapter 4 of 1894;

380. To the Great Northern Railway Company, for 9 miles of their railway, being shortage in distance between Montcalm and St. Tite;

381. To the St. Gabriel de Brandon and Ste. Emélie de l'Energie Railway Company, for 15 miles of their railway from St. Gabriel to Ste. Emélie de l'Energie, and 5 miles from a point on the main line to St. Jean de Matha, making in all 20 miles, in lieu of the subsidy granted by chapter 4 of 1894;

382. To the Central Railway Company of New Brunswick, for 15 miles of their railway from Chipman Station to Newcastle Coal Fields, county of Queen's, in lieu of the subsidy granted by chapter 4 of 1894;

383. To the Gulf Shore Railway Company, for 5½ miles of their railway from the end of the section subsidized to Tracadie and thence to Big Tracadie, New Brunswick;

384. For a railway from Campbellton, on the Intercolonial Railway, towards Grand Falls, New Brunswick, a distance of 20 miles, commencing at Campbellton, in lieu of the subsidy granted by chapter 4 of 1894;

385. To the Pontiac Pacific Junction Railway Company, for 7½ miles of their railway from Hull to Aylmer, in lieu of the subsidy granted by chapter 2 of 1890;

386. To the Schomberg and Aurora Railway Company, for 15 miles of their railwa from a point on the Grand Trunk Railway between King and Newmarket t Schomberg, in the province of Ontario;

387. To the Tilsonburg, Lake Erie and Pacific Railway Company, for $3\frac{50}{100}$ miles of their railway from the present terminus, through Tilsonburg to the Michigan Central Railway, in the province of Ontario.

388. To the Ottawa, Arnprior and Parry Sound Railway Company, for 52 miles of their railway, from the crossing of the Northern Pacific Junction Railway to 55 miles west of Barry's Bay, and also for 4 miles of their railway across Parry Island;

389. To the Pembroke Southern Railway Company, for 20 miles of their railway from Pembroke to Golden Lake, in the province of Ontario;

390. To the Ontario and Rainy River Railway Company, for 80 miles of their railway from the Port Arthur, Duluth and Western Railway to Rainy Lake, in the province of Ontario;

391. To the Strathroy and Western Counties Railway Company, for 7 miles of their railway, commencing at a point at or near Caradoc Station on the Canadian Pacific Railway and extending to the town of Strathroy;

392. To the Phillipsburg Railway and Quarry Company, for $\frac{66}{100}$ mile of their railway from the end of the subsidized section to the government wharf at Phillipsburg;

393. To the United Counties Railway Company, for 1 mile of their railway from Johnson to St. Grégoire Station, in the province of Quebec;

394. To the St. Lawrence and Adirondack Railway Company, for 13½ miles of their railway from Beauharnois to Caughnawaga, in the province of Quebec;

395. To the East Richelieu Valley Railway Company, for 24 miles of their railway from Iberville to St. Thomas, boundary of Missisquoi County, in the province of Quebec;

396. To the Portage du Fort and Bristol Branch Railway Company, for 15 miles of their railway to a point at or near Shawville, in the county of Pontiac;

397. For a railway from a point at or near Windsor Junction, on the Intercolonial Railway, to Upper Musquodoboit, for a distance of 40 miles;

398. To the St. Stephens and Milltown Railway Company, for $1\frac{14}{100}$ mile of their railway from Milltown to St. Stephen, in the province of New Brunswick;

399. For a railway from Sunny Brae to Country Harbour, and from a point at or near Country Harbour Cross Roads to Guysboro', in the province of Nova Scotia, a distance of 65 miles;

400. For a railway from Port Hawkesbury, Nova Scotia, to Port Hood and Broad Cove, 53 miles, in lieu of the subsidy granted by chapter 4 of 1894;

401. For a railway from a point on the Central Railway in the county of Lunenburg, Nova Scotia, to the town of Liverpool, via the village of Caledonia, or to the village of Caledonia via Liverpool, or for any part thereof, the whole distance not exceeding 62 miles;

402. For a railway from Indian Garden on the line of the Central Railway, to Shelburne, in the province of Nova Scotia, a distance of 35 miles;

403. To the Coast Railway Company of Nova Scotia, for 61 miles of their railway from Yarmouth to Port Clyde, in the province of Nova Scotia;

404. For a railway from Brookfield Station on the Intercolonial Railway to Eastville, 30 miles;

405. To the Great Northern Railway Company, for 35 miles of their railway from St. Jérôme, in the province of Quebec, to Hawkesbury, in the province of Ontario;

406. To the Drummond County Railway Company, for 42½ miles of their railway from Moose Park to Chaudière River, provided that the amount of the said subsidy shall be refunded to the Government of Canada in the event of the company's railway from Ste. Rosalie to Chaudière River being purchased or leased for a term of years by the government.

3. The Governor in Council may grant the subsidies hereinafter mentioned to the railway companies and towards the construction of the railways also hereinafter mentioned, that is to say:—

407. To the Great Northern Railway Company, for 67 miles of their railway between Montcalm and its junction with the Lower Laurentian Railway near St. Tite, in the vicinity of the St. Maurice River, the balance remaining unpaid of the subsidies granted by chapter 2 of 1893, and by chapter 4 of 1894, between these points, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole	$ 182,400 00
408. To the Pontiac Pacific Junction Railway Company, for 85 miles of their railway from Aylmer to Pembroke, also for bridging the Ottawa River, the balance remaining unpaid of the subsidy granted by chapter 8 of 1884, and by chapter 4 of 1894, not exceeding	114,272 00
409. To the Ottawa and Gatineau Railway Company, for 62 miles of their railway from Hull towards Désert, in the province of Quebec, the balance remaining unpaid of the subsidy granted by chapter 2 of 1893, not exceeding in the whole	35,872 00
410. To the Grand Trunk Railway Company of Canada, for a subsidy towards the rebuilding and enlargement of the Victoria Bridge at Montreal over the St. Lawrence River, 15 per cent upon the amount expended thereon, not exceeding	300,000 00
411. To the Montfort Colonization Railway Company, for 33 miles of their railway from Montfort Junction to Arundel, in the province of Quebec, a subsidy not exceeding $2,000 per mile, nor exceeding in the whole	66,000 00
412. To the Irondale, Bancroft and Ottawa Railway Company, the balance remaining unpaid of the subsidy for the last five miles of the company's railway; the eastern terminus to be either at the village of Bancroft or at some point near the Hastings Road, in the township of Herschell, in lieu of the subsidy granted by chapter 2 of 1893, not exceeding in the whole	16,000 00
413. To the Great Northern Railway Company, towards the construction of a railway bridge over the Ottawa River at Hawkesbury, 15 per cent upon the amount expended thereon, not exceeding	52,500 00
414. For a railway and traffic bridge over the Ottawa River at Nepean Point, between the city of Ottawa and the city of Hull, 15 per cent upon the amount expended thereon, not exceeding	112,500 00

4. The subsidies hereinbefore mentioned as to be granted to companies named for that purpose shall, if granted by the Governor in Council, be granted to such companies respectively; the other subsidies may be granted to such companies as are approved by the Governor in Council as having established to his satisfaction their ability to construct and complete the said railways respectively; all the lines for the construction of which subsidies are granted, unless they are already commenced, shall be commenced within two years from the first day of August next, and completed within a reasonable time, not to exceed four years from the said first day of August, to be fixed by Order in Council, and shall also be constructed according to descriptions and specifications and

upon conditions to be approved by the Governor in Council, on the report of the Minister of Railways and Canals, and specified in an agreement to be made in each case by the company with the Government, which agreement the Government is hereby empowered to make; the location also of every such line of railway shall be subject to the approval of the Governor in Council.

5. The granting of such subsidies respectively shall be subject to such conditions for securing such running powers or traffic arrangements and other rights as will afford all reasonable facilities and equal mileage rates to all railways connecting with those so subsidized, as the Governor in Council determines.

6. The said subsidies respectively shall be payable out of the Consolidated Revenue Fund of Canada, by instalments, on the completion of each section of the railway of not less than ten miles, proportionate to the value of the portion so completed in comparison with that of the whole work undertaken, to be established by the report of the said Minister, or upon the completion of the work subsidized—except as to subsidies with respect of which it is hereinbefore otherwise provided.

7. Any company receiving a subsidy as aforesaid, in excess of $3,200 per mile, shall be bound to carry Her Majesty's mails for a term of ten years free of charge over the portion of railway subsidized.

By the Special Act 60-61 Victoria, Chapter 5, 1897. *(Assented to 29th June, 1897.)*

1. Subject to the conditions hereinafter mentioned, the Governor in Council may grant to the Canadian Pacific Railway Company a subsidy towards the construction of a railway from Lethbridge, in the district of Alberta, through the Crow's Nest Pass to Nelson, in the province of British Columbia (which railway is hereinafter called "the Crow's Nest Line,") to the extent of eleven thousand dollars per mile thereof, and not exceeding in the whole the sum of three million six hundred and thirty thousand dollars, payable by instalments on the completion of each of the several sections of the said railway of the length respectively of not less than ten miles, and the remainder on the completion of the whole of the said railway; provided that an agreement between the Government and the company is first entered into in such form as the Governor in Council thinks fit, containing covenants to the following effect, that is to say:—

On the part of the company:

(*a.*) That the company will construct or cause to be constructed, the said railway upon such route and according to such descriptions and specifications and within such time or times as are provided for in the said agreement, and, when completed, will operate the said railway for ever;

(*b.*) That the said line of railway shall be constructed through the town of Macleod, and a station shall be established therein, unless the Governor in Council is satisfied by the company that there is good cause for constructing the railway outside the limits of the said town, in which case the said line of railway shall be located and a station established at a distance not greater than five hundred yards from the limits of the said town;

(*c.*) That so soon as the said railway is opened for traffic to Kootenay Lake, the local rates and tolls on the railway and on any other railway used in connection therewith and now or hereafter owned or leased by or operated on account of the company south of the company's main line in British Columbia, as well as the rates and tolls between any point on any such line or lines of railway and any point on the main line of the company throughout Canada, or any other railway owned or leased by or operated on account of the company, including its lines of steamers in British Columbia, shall be first approved by the Governor in Council or by a railway commission, if and when such commission is established by law, and shall at all times thereafter and from time to time be subject to revision and control in the manner aforesaid;

(*d.*) That a reduction shall be made in the general rates and tolls of the company as now charged, or as contained in its present freight tariff, whichever rates are now the lowest, for carloads or otherwise, upon the classes of merchandise hereinafter mentioned, westbound, from and including Fort William and all points east of Fort

William on the company's railway to all points west of Fort William on the company's main line, or on any line of railway throughout Canada owned or leased by or operated on account of the company, whether the shipment is by all rail line or by lake and rail, such reduction to be to the extent of the following percentages respectively, namely :—

Upon all green and fresh fruits, 33⅓ per cent ;

Coal oil, 20 per cent ;

Cordage and binder twine, 10 per cent ;

Agricultural implements of all kinds, set up or in parts, 10 per cent ;

Iron, including bar, band, Canada plates, galvanized, sheet, pipe, pipe-fittings, nails, spikes and horse shoes, 10 per cent ;

All kinds of wire, 10 per cent ;

Window glass, 10 per cent ;

Paper for building and roofing purposes, 10 per cent ;

Roofing felt, box and packing, 10 per cent ;

Paints of all kinds and oils, 10 per cent ;

Live stock, 10 per cent ;

Wooden ware, 10 per cent ;

Household furniture, 10 per cent ;

And that no higher rates than such reduced rates or tolls shall be hereafter charged by the company upon any such merchandise carried by the company between the points aforesaid ; such reductions to take effect on or before the first of January, one thousand eight hundred and ninety-eight ;

(*e.*) That there shall be a reduction in the company's present rates and tolls on grain and flour from all points on its main line, branches or connections, west of Fort William to Fort William and Port Arthur and all points east, of three cents per one hundred pounds, to take effect in the following manner :—One and one-half cent per one hundred pounds on or before the first day of September, one thousand eight hundred and ninety-eight, and an additional one and one-half cent per one hundred pounds on or before the first day of September, one thousand eight hundred and ninety-nine ; and that no higher rates than such reduced rates or tolls shall be charged after the dates mentioned on such merchandise from the points aforesaid ;

(*f.*) That the Railway Committee of the Privy Council may grant running powers over the said line of railway and all its branches and connections, or any portions thereof, and all lines of railway now or hereafter owned or leased by or operated on account of the company in British Columbia south of the company's main line of railway, and the necessary use of its tracks, stations and station grounds, to any other railway company applying for such grant upon such terms as such committee may fix and determine, and according to the provisions of The Railway Act and of such other general Acts relating to railways as are from time to time passed by Parliament ; but nothing herein shall be held to imply that such running powers might not be so granted without the special provision herein contained ;

(*g.*) That the said railway, when constructed, together with that portion of the company's railway from Dunmore to Lethbridge, and all lines of railway, branches, connections and extensions in British Columbia south of the main line of the company in British Columbia shall be subject to the provisions of The Railway Act and of such other general Acts relating to railways as are from time to time passed by Parliament ;

(*h.*) That if the company or any other company with whom it shall have any arrangement on the subject shall, by constructing the said railway or any part of it, as stipulated for in the said agreement, become entitled to and shall get any land as a subsidy from the Government of British Columbia, then such lands, excepting therefrom those which in the opinion of the Director of the Geological Survey of Canada (expressed in writing) are coal-bearing lands, shall be disposed of by the company or by such other company to the public according to regulations and at prices not exceeding these prescribed from time to time by the Governor in Council, having regard to the then existing provincial regulations applicable thereto ; the expression "lands" including all mineral and timber thereon which shall be disposed of as aforesaid, either with or without the land, as the Governor in Council may direct :

(*i.*) That if the company or any other company with whom it shall have any arrangement on the subject shall, by constructing the said railway or any part of it as stipulated for in the said agreement, become entitled to and shall get any lands as a subsidy from the Government of British Columbia which in the opinion of the Director of the Geological Survey of Canada (expressed in writing) are coal-bearing lands, then the company will cause to be conveyed to the Crown, in the interest of Canada, a portion thereof to the extent of fifty thousand acres, the same to be of equal value per acre as coal lands with the residue of such lands. The said fifty thousand acres to be selected by the Government in such fair and equitable manner as may be determined by the Governor in Council, and to be thereafter held or disposed of or otherwise dealt with by the Government as it may think fit on such conditions, if any, as may be prescribed by the Governor in Council, for the purpose of securing a sufficient and suitable supply of coal to the public at reasonable prices, not exceeding two dollars per ton of two thousand pounds free on board cars at the mines.

And on the part of the Government, to pay the said subsidy by instalments as aforesaid.

2. The company shall be bound to carry out in all respects the said agreement, and may do whatever is necessary for that purpose.

3. In order to facilitate such financial arrangements as will enable the company to complete the railway as aforesaid without delay and to acquire and consolidate with it the railway from Dunmore to Lethbridge, hereinafter called "the Alberta Branch," which, under the authority of chapter thirty-eight of the statutes of 1893, it now operates as lessee, and is under covenant to purchase, the company may issue bonds which will be a first lien and charge and be secured exclusively upon the said Alberta Branch and Crow's Nest Line together in the same way and with the same effect as if both the said pieces of railway to be so consolidated were being built by the company as one branch of its railway within the meaning of section one of chapter fifty-one of the statutes of 1888, and that section shall apply accordingly, such first lien to be subject to the payment of the purchase money of the Alberta Branch, as provided for in the said covenant to purchase.

By the Act 62–63 Vic., chapter 7 (*Assented to 11th August, 1899*).

1. In this Act, unless the context otherwise requires, the expression "cost" means the actual, necessary and reasonable cost and shall include the amount expended upon any bridge, up to and not exceeding $25,000, forming part of the line of railway subsidized not otherwise receiving any bonus, but shall not include the cost of equipping the railway, nor the cost of terminals and right of way of the railway in any city or incorporated town; and such actual, necessary and reasonable cost shall be determined by the Governor in Council, upon the recommendation of the Minister of Railways and Canals, and upon the report of the Chief Engineer of Government Railways, certifying that he has made or caused to be made an inspection of the line of railway for which payment of subsidy is asked, and careful inquiry into the cost thereof, and that in his opinion the amount upon which the subsidy is claimed is reasonable, and does not exceed the true, actual and proper cost of the construction of such railway.

2. The Governor in Council may grant a subsidy of $3,200 per mile towards the construction of each of the undermentioned lines of railway (not exceeding in any case the number of miles hereinafter respectively stated) which shall not cost more on the average than $15,000 per mile for the mileage subsidized, and towards the construction of each of the said lines of railway not exceeding the mileage hereinafter stated, which shall cost more on the average than $15,000 per mile for the mileage subsidized, a further subsidy beyond the sum of $3,200 per mile of fifty per cent on so much of the average cost of the mileage subsidized as is in excess of $15,000 per mile, such subsidy not exceeding in the whole the sum of $6,400 per mile:—

415. To the Central Ontario Railway Company, for an extension of their railway from, or from near, either Coe Hill or Rathbun Station on the company's railway to, or near to Bancroft, not exceeding 21 miles, in lieu of the subsidy granted by chapter 5 of 1892;

416. To the Great Northern Railway Company, for a railway between Montcalm and St. Tite Junction, on the Lower Laurentian Railway, Quebec, not exceeding 53½ miles; and for a branch from their main line to Shawenegan Falls, Quebec, not exceeding 6½ miles.

417. To the Phillipsburg Railway and Quarry Company, shortage in the extension of their railway from a point on the company's line at or near the end of the subsidized section, to the government wharf at Phillipsburg, Quebec, not exceeding $\frac{66}{100}$ of a mile;

418. To the Strathroy and Western Counties Railway Company, for a line from Strathroy, Ontario, via Adelaide and Arkona, to either Forest, Tedford, or Park Hill, not exceeding 24 miles, in lieu of the subsidy granted by chapter 4 of 1894;

419. To the St. John Valley and Rivière du Loup Railway Company, for a line of railway from Fredericton, in the county of York, New Brunswick, to Woodstock, in the county of Carleton, not exceeding 59 miles;

420. For a railway from Port Hawkesbury, on the Strait of Canso, Nova Scotia, to St. Peter's, not exceeding thirty miles;

421. For a railway from Windsor, Nova Scotia, to Truro, via the township of Clifton, not exceeding 58 miles, in lieu of the subsidy granted by chapter 4 of 1894;

422. For a railway from a point at or near Brookfield Station, Nova Scotia, on the Intercolonial Railway, to Eastville, not exceeding 25 miles, in lieu of the subsidy granted by chapter 4 of 1897;

423. For a railway from Cross Creek Station, on the Canada Eastern Railway, to Stanley Village, New Brunswick, not exceeding 6 miles;

424. For a railway from the village of St. Rémi to Stottville or some point on the Delaware and Hudson Railway (Grand Trunk) in the parish of St. Paul de l'Ile aux Noix, not exceeding 19 miles;

425. For a railway between Pontypool and Bobcaygeon, via Lindsay, Ontario, not exceeding 40 miles.

426. To the Pontiac Pacific Junction Railway Company, for a railway from Aylmer to Hull, Quebec, not exceeding 9 miles, in lieu of the subsidy granted by chapter 4 of 1897;

427. To the Portage du Fort and Bristol Branch Railway Company, for a branch line from a point on the Pontiac Pacific Junction Railway at or near the village of Quyon, towards the village of Portage du Fort, Quebec, not exceeding 15 miles, in lieu of the subsidy granted by chapter 4 of 1897;

428. To the Oxford Mountain Railway Company, for a branch from their railway from a point between Lawrenceville and Eastman to Waterloo, not exceeding 13 miles;

429. To the Atlantic and Lake Superior Railway Company, for an extension of their railway from Caplin to Paspebiac, Quebec, not exceeding 30 miles;

430. To the United Counties Railway Company, for a railway from St. Robert Junction to Sorel, 6½ miles, (this subsidy to be payable only in the event of adequate running rights over the South-eastern Railway between the two points above mentioned not being granted to the first mentioned Company on terms to be approved by the Railway Committee of the Privy Council,) and from Mount Johnson to St. Grégoire Station, 1 mile, not exceeding 7½ miles.

431. For a railway from a point on the Central Railway in the county of Lunenburg, Nova Scotia, to the town of Liverpool, via the village of Caledonia, or to the village of Caledonia, via Liverpool, or for any part thereof, the whole distance not exceeding 62 miles;

432. For a railway from Indian Gardens, Queen's County, Nova Scotia, to Shelburne, in the said province, a distance of 35 miles;

433. The subsidy which the Ontario and Rainy River Railway Company is entitled to receive under chapter 4 of 1897, shall be $6,400 per mile for the 80 miles mentioned in the said Act; not exceeding in all $512,000.

434. To the Bay of Quinté Railway Company, for such extensions, branches or additions to their system as will enable the said Company to connect their lines of railway or connecting lines with iron or other mines or mineral or wood lands in the counties of Peterborough, Northumberland, Hastings, Lennox and Addington, Frontenac or Leeds, payable in instalments regulated by the length of each of the said extensions or branches or additions, as the case may be, in lieu of part of the balance remaining unpaid of the subsidy granted to the Kingston, Napanee and Western Railway Company, by chapter 5 of 1892, but not exceeding $3,200 per mile for 10 miles, nor exceeding in the whole $32,000;

435. To the Quebec and Lake St. John Railway Company, for 12 miles of their railway from the end of their line at deep water on the Chicoutimi branch of their railway, to Ha Ha Bay, in the lieu of the subsidy for the 12 miles granted by chapter 4 of 1894;

436. For a line of railway from Hawkesbury, Ontario, to South Indian, not exceeding 35 miles;

437. For a railway from Sault Ste. Marie, Ontario, towards Michipicoten River and harbour and towards the main line of the Canadian Pacific Railway, not exceeding 40 miles;

438. For a branch line of railway from the main line of the Ottawa, Arnprior and Parry Sound Railway to the town of Parry Sound, Ontario, not exceeding 5 miles;

439. For a railway from the village of Haliburton, via the village of Whitney, towards the town of Mattawa, Ontario, not exceeding 20 miles;

440. For an extension of the Tilsonburg, Lake Erie and Pacific Railway, from Tilsonburg to Ingersoll or Woodstock, Ontario, not exceeding 28 miles;

441. To the South Shore Railway Company, from Sorel Junction along the South Shore to Lotbinière, Quebec, a distance not exceeding 82 miles;

442. To the Massawippi Valley Railway Company for an extension of their railway to the village of Stanstead Plain, Quebec, not exceeding 2½ miles;

443. For a railway from Port Hawkesbury on the Strait of Canso, to Caribou Cove, Nova Scotia, a distance of 10 miles;

444. For a railway from Fort Frances, Ontario, westerly to a point at or near the mouth of Rainy River, a distance not exceeding 70 miles;

445. To the Central Railway Company of New Brunswick, for an extension of their line of railway from Newcastle Coal Fields to Gibson, New Brunswick, not exceeding 30 miles;

446. To the Canadian Northern Railway Company, for a railway from a point on the present line of the Winnipeg Great Northern Railway north of Swan River to Prince Albert, North-west Territories, not exceeding 100 miles;

447. For a railway from some point near Antler Station to a point near Moose Mountain, Manitoba, not exceeding 50 miles;

448. For a railway from Sunnybrae to Country Harbour, and from a point at or near Country Harbour Cross Roads to Guysborough, Nova Scotia, to make up the deficiency in mileage between points mentioned and subsidized by chapter 4 of 1897, additional mileage not exceeding 15 miles;

449. For a railway from Port Clyde towards Lockeport, in the province of Nova Scotia, not exceeding 20 miles;

450. For a railway from a point on the Intercolonial Railway at or near Halifax towards the Central Railway in the county of Lunenburg, not exceeding 20 miles;

451. For a railway from Labelle, in the province of Quebec, in a north-westerly direction, to Nominingue, via Notre Dame de l'Annonciation, a distance not exceeding 22 miles;

452. For a railway from Owen Sound, in the province of Ontario, to Meaford, not exceeding 21 miles;

453. To the Ottawa and Gatineau Railway Company, for their line of railway in and through the city of Hull, Quebec, not exceeding 4 miles;

454. To the Western Alberta Railway Company, from a point on the United States boundary, west of Range 27, north-westerly towards Anthracite, in the district of Alberta, not exceeding 50 miles ;

455. To the Edmonton, Yukon and Pacific Railway Company, for a railway from the town of South Edmonton, North-west Territories, to North Edmonton, and thence westerly towards the Yellow Head Pass, a distance not exceeding 50 miles ;

456. To the Restigouche and Western Railway Company, in addition to the 20 miles subsidized by chapter 4 of 1897, and in continuation from the westerly end of the said 20 miles towards the St. John River, a further distance not exceeding 15 miles, and for the company's railway from a point on the St. John River, New Brunswick, at or near Grand Falls, or St. Leonard, or between Grand Falls and St. Leonard, and extending easterly towards Campbellton, such point to be approved by the Governor in Council, a distance of 12 miles; in all not exceeding 27 miles ;

457. For a railway in extension of the St. Francis branch of the Temiscouata Railway to the mouth of the St. Francis River, a distance not exceeding 3 miles ;

458. To the Canada Eastern Railway Company, for a line of railway from Nelson, New Brunswick, to connect with the company's main line running into Chatham, to complete the connection from Nelson to such main line, not exceeding in the whole $2\frac{1}{4}$ miles ;

459 To the Bay of Quinté Railway Company, for an extension of their line in a westerly direction from a point at or near Richmond boundary road near Deseronto for a distance not exceeding 2 miles; also for an extension of their line from its present terminus at Tweed in a northerly direction for a distance of 2 miles, and for an extension of their line from the end of the last 2 miles mentioned in a northerly direction for a distance not exceeding 3 miles—in all 7 miles; subsidies payable on each of the sections mentioned as each of such sections is completed ;

460. To the Ontario, Belmont and Northern Railway Company, for an extension of their railway from its present terminus at Iron Mines in a north-westerly direction, a distance not exceeding 5 miles ; and also for an extension of the company's railway southerly, from the present southern terminus thereof to the Central Ontario Junction of the Canadian Pacific Railway, a distance not exceeding 2 miles; but the last mentioned aid for the said 2 miles of railway shall not be granted in case the Railway Committee of the Privy Council finds that adequate running powers on fair terms can be secured to the company over that portion of the line of the Central Ontario Railway between the present southerly end of the Ontario, Belmont and Northern Railway and the Canadian Pacific Railway Company's line at Central Ontario Junction ; subsidies payable on each of the sections mentioned as each of such sections is completed ;

461. For a line of railway from a point on the Pembroke Southern Railway at or near Golden Lake, Ontario, towards a point on the Irondale, Bancroft and Ottawa Railway at or near Bancroft, not exceeding 20 miles :

462. For a line of railway from Paspebiac, Quebec, to Gaspé in the said province, a distance not exceeding 82 miles ;

463. To the Lake Erie and Detroit River Railway Company, for a line of railway from Ridgetown, Ontario, to St. Thomas, in the said province, a distance not exceeding 44 miles; this subsidy to be payable only in the event of adequate running rights over the Canada Southern Railway between the two points above mentioned not being granted to the first mentioned company on terms to be approved by the Railway Committee of the Privy Council ;

464. To the Kingston and Pembroke Railway Company, for the construction of branches from the Company's main line to the iron mine at Bluff Point and to the Martele mine in the county of Renfrew, not exceeding 5 miles ;

465. For a railway from the town of Parry Sound extending northerly towards Sudbury, a distance not exceeding 20 miles.

3. The Governor in Council may grant the subsidies hereinafter mentioned towards the construction of the railways also hereinafter mentioned, that is to say :—

466. The Ontario and Rainy River Railway Company, for a railway from a point 80 miles west of Stanley Station, on the Port Arthur, Duluth and Western Railway, to Fort Frances, for a distance of 140 miles, at $6,400 per mile, not exceeding in the whole	$ 896,000 00
467. To the Quebec Bridge Company, towards the construction of a railway bridge over the St. Lawrence River, at Chaudière Basin, near Quebec, one million dollars, 40 per cent of which amount may be paid on monthly progress estimates, approved by the Government engineers, of materials delivered and work done...	1,000,000 00
468. To the South Shore Railway Company, towards the restoration and renewal of the railway bridge over the Yamaska River at Yamaska, Quebec	50,000 00
469. Towards the construction of a bridge over the Richelieu River at Sorel, 15 per cent upon the amount expended thereon, not exceeding	35,000 00
470. Towards the construction of a bridge across the St. Francis River, 15 per cent of the amount expended thereon, not exceeding...	50,000 00
471. Towards the construction of a bridge across the Nicolet River, 15 per cent upon the amount expended thereon, not exceeding....	15,000 00
472. To the Midland Railway Company, Limited, towards the construction of a bridge across the Shubenacadie River, 15 per cent upon the amount expended thereon, not exceeding	33,750 00
473. To the Great Northern Railway Company, towards the construction of a bridge across the St. Maurice River, 15 per cent upon the amount expended thereon, not exceeding	16,425 00
474. Also towards the construction of a bridge across the Rivière du Loup, 15 per cent upon the amount expended thereon, not exceeding	15,000 00
475. Also towards the construction of a steel bridge and viaduct at the Maskinongé River, 15 per cent upon the amount expended thereon, not exceeding	15,000 00

4. The subsidies granted to the Ontario and Rainy River Railway Company, the Canadian Northern Railway Company and the Edmonton, Yukon and Pacific Railway Company are granted upon the condition, and, if received and paid under the authority of this Act to the above mentioned companies respectively, shall be received upon the condition, that the said companies shall not, nor shall any of them, at any time amalgamate with, or lease its line or lines to, any railway company other than those mentioned in this section, except as may be authorized by Parliament; nor shall any of the said railways be leased to or operated by any other company; nor shall any of the said companies make an agreement for a common fund or for pooling its receipts with any other railway company; and any such lease, amalgamation or agreement shall be absolutely void, excepting in so far as such agreement may extend to traffic or running arrangements which have been approved by the Governor in Council.

5. The subsidies hereinbefore mentioned as to be granted to companies named for that purpose shall, if granted by the Governor in Council, be granted to such companies respectively; the other subsidies may be granted to such companies as are approved by the Governor in Council as having established to his satisfaction their ability to construct and complete the said railways respectively; all the lines for the construction of

which subsidies are granted, unless they are already commenced, shall be commenced within two years from the first day of August next, and completed within a reasonable time, not to exceed four years from the said first day of August, to be fixed by Order in Council, and shall also be constructed according to descriptions and specifications and upon conditions to be approved by the Governor in Council, on the report of the Minister of Railways and Canals, and specified in an agreement to be made in each case by the company with the Government, which agreement the Government is hereby empowered to make; the location also of every such line of railway shall be subject to the approval of the Governor in Council.

6. The granting of such subsidies, and the receipt thereof by the respective companies, shall be subject to the condition that the Governor in Council may at all times provide and secure to other companies such running powers, traffic arrangements and other rights as will afford to all railways connecting with those so subsidized reasonable and proper facilities in exercising such running powers, fair and reasonable traffic arrangements with connecting companies, and equal mileage rates between all such connecting railways; and the Governor in Council shall have absolute control at all times over the rates and tolls to be levied and imposed by any of the companies or upon any of the railways hereby subsidized.

7. The said subsidies respectively shall be payable out of the Consolidated Revenue Fund of Canada, by instalments, on the completion of each section of the railway of not less than ten miles, proportionate to the value of the portion so completed in comparison with that of the whole work undertaken, to be established by the report of the said Minister, or upon the completion of the work subsidized—except as to subsidies with respect to which it is hereinbefore otherwise provided.

8. Every company receiving a subsidy under this Act, its successors or assigns, and any person or company controlling or operating the railway or portion of railway subsidized under this Act, shall each year furnish to the Government of Canada transportation for men, supplies, material and mails over the portion of its line in respect of which it has received such subsidy, and, whenever required, shall furnish mail cars, properly equipped, for such mail service; and such transportation and service shall be performed at such rates as are agreed upon between the Minister of the department of the Government for which such service is being performed and the company performing it, and in case of disagreement, then at such rates as are approved by the Governor in Council, and in or towards payment for such charges the Government of Canada shall be credited by the company with a sum equal to three per cent per annum on the amount of subsidy received by the company under this Act.

9. As respects all railways for which subsidies are granted by this Act, the company at any time owning or operating any of the said railways shall, when required, produce and exhibit to the Minister of Railways and Canals, or any person appointed by him, all books, accounts and vouchers showing the cost of constructing the railway, the cost of operating it, and the earnings thereof.

By the Act 63-64 Vic., chapter 8 (*Assented to July 18, 1900*).

1. In this Act, unless the context otherwise requires, the expression 'cost' means the actual, necessary and reasonable cost and shall include the amount expended upon any bridge, up to and not exceeding $25,000, forming part of the line of railway subsidized not otherwise receiving any bonus, but shall not include the cost of equipping the railway nor the cost of terminals and right of way of the railway in any city or incorporated town; and such actual, necessary and reasonable cost shall be determined by the Governor in Council, upon the recommendation of the Minister of Railways and Canals, and upon the report of the Chief Engineer of Government Railways, certifying that he has made or caused to be made an inspection of the line of railway for which payment of subsidy is asked, and careful inquiry into the cost thereof, and that in his

opinion the amount upon which the subsidy is claimed is reasonable, and does not exceed the true, actual and proper cost of the construction of such railway.

2. The Governor in Council may grant a subsidy of $3,200 per mile towards the construction of each of the undermentioned lines of railway (not exceeding in any case the number of miles hereinafter respectively stated) which shall not cost more on the average than $15,000 per mile for the mileage subsidized, and towards the construction of each of the said lines of railway not exceeding the mileage hereinafter stated, which shall cost more on the average than $15,000 per mile for the mileage subsidized, a further subsidy beyond the sum of $3,200 per mile of fifty per cent on so much of the average cost of the mileage subsidized as is in excess of $15,000 per mile, such subsidy not exceeding in the whole the sum of $6,400 per mile :—

476. For a railway from a point at or near the junction of the Irondale, Bancroft and Ottawa Railway and the Grand Trunk Railway to the village of Minden, in the county of Haliburton, Ontario, not exceeding 12 miles.

477. To the Strathroy and Western Counties Railway Company, for a railway commencing at a point at or near Caradoc station, on the Canadian Pacific Railway, and extending to the town of Strathroy, Ontario, not exceeding 7 miles.

478. For a line of railway from a point on the Pembroke Southern Railway at or near Golden Lake, towards a point on the Irondale, Bancroft and Ottawa Railway at or near Bancroft, Ontario, for the further extension of such railway westerly from the western terminus of the 20 miles subsidized by chapter 4 of 1897, for a distance not exceeding 20 miles.

479. To the Algoma Central Railway Company for 25 miles of its line of railway from its terminus at Michipicoten Harbour, Lake Superior, towards the main line of the Canadian Pacific Railway, and for a further extension of this company's line of railway from Sault Ste. Marie towards Michipicoten River and Harbour, Ontario, towards the main line of the Canadian Pacific Railway, 25 miles in all, not exceeding 50 miles.

480. To the Central Ontario Railway Company, for a further extension of their railway from, at or near Bancroft to a point on the Canada Atlantic Railway between Whitney and Barry's Bay, Ontario, not exceeding 20 miles.

481. To the Manitoulin and North Shore Railway Company, for a line of railway between Little Current, on Manitoulin Island, and Sudbury, Ontario, on the Canadian Pacific Railway, the company undertaking to bridge between Little Current and the main land, the bridge to be so constructed and maintained as to afford suitable facilities, in the opinion of the Minister of Railways and Canals, for free vehicular and passenger traffic, the same as upon a public highway, the work to be begun and prosecuted from Little Current and Sudbury, one-half of the subsidy to be applicable, as earned, in respect of the work beginning at Little Current and carried on towards Sudbury, and one-half thereof to be applicable, as earned, in respect of the work beginning at Sudbury and carried on towards Little Current, the course of the line of railway to cross the Sault Ste. Marie branch of the Canadian Pacific Railway, not exceeding 66 miles.

482. For a railway from Bracebridge, in Muskoka, to a point at or near Baysville, Ontario, not exceeding 15 miles.

483. For a railway beginning at a point northerly 20 miles from Parry Sound, and extending from that point to the French River, Ontario, not exceeding 35 miles.

484. For a railway from a point 20 miles north-easterly from the village of Haliburton, via the village of Whitney, towards the village of Mattawa, Ontario, not exceeding 40 miles.

485. To the Kingston and Pembroke Railway Company, for a branch line of railway to iron mines in Bedford township, Ontario, not exceeding 12 miles.

486. To the Thousand Islands Railway Company for an extension of their railway from the present northerly terminus to a point easterly thereof, not exceeding 2 miles;

And also for an extension from a point on the railway to connect their railway with the Brockville, Westport and Sault Ste. Marie Railway, the Bay of Quinté Railway, the Kingston, Smith's Falls and Ottawa Railway, or the waters of the Rideau Canal, the balance remaining of the subsidy granted by chapter 5 of 1892, not exceeding 9½ miles.

487. For a railway from Dyment, on the Canadian Pacific Railway, to the New Klondike mining district, Ontario, not exceeding 7 miles.

488. To the Schomberg and Aurora Railway Company, for an extension of their line from its easterly terminus to a point at or near Bond's Lake, Ontario, not exceeding 4 miles.

489. To the Nipissing and James Bay Railway Company, for a railway from, at or near North Bay station, on the Canadian Pacific Railway, towards James Bay, or Lake Tamagaming, Ontario, not exceeding 20 miles.

490. In aid of the Ottawa and New York Railway Company's bridge over the St. Lawrence River, and for the Canadian portion of such bridge, a sum not exceeding $90,000.

491. To the Grand Trunk Railway Company of Canada, towards the cost of the rebuilding and enlargement of the Victoria Bridge over the St. Lawrence River, Quebec, in addition to the amount received by the company on account of the subsidy granted by chapter 4 of 1897, viz: $270,000, to make up the grant in aid of the undertaking to $500,000, upon condition that the tolls upon the bridge for passenger and vehicular traffic shall be subject to the approval of the Governor in Council, a sum not exceeding $230,000.

492. For a railway and traffic bridge over the Ottawa River at Nepean Point, between the city of Ottawa, Ontario, and the city of Hull, Quebec, upon condition that the bridge be so constructed as to provide suitable facilities, to the satisfaction of the Minister of Railways and Canals, for free vehicular and foot passenger traffic, the same as upon a public highway, in addition to the $112,500 already granted,—and, notwithstanding anything in the said Act, the subsidy hereby granted, together with the grant of $112,500 under chapter 4 of 1897, shall be paid upon the completion of the bridge and its approaches, upon the Chief Engineer's report of such completion, and the recommendation of the Minister,—a sum not exceeding $100,000.

493. To the Canadian Northern Railway Company, in further extension of their railway north of Swan River towards Prince Albert, North-west Territories, in addition to the grant by chapter 7 of 1899, a further mileage not exceeding 100 miles.

494. For a railway from the westerly end of the Waskada branch of the Canadian Pacific Railway, Manitoba, further westward, not exceeding 20 miles.

495. For a railway from a point on the Alberta Railway and Coal Company's Railway towards Cardston, Alberta, N.W.T., for 30 miles of railway at $2,500 per mile.

496. To the Kaslo and Lardo-Duncan Railway Company, for a railway from Duncan Lake towards Lardo or Arrow Lake, British Columbia, or from Lardo to Arrow Lake, not exceeding 30 miles.

497. To the Restigouche and Western Railway Company, for the company's railway, in addition to the 15 miles subsidized by chapter 7 of 1899, on the easterly section of the line, and in continuation from the westerly end of the said 15 miles, a further distance of 15 miles towards the St. John River; and for the said railway, in addition to the 12 miles subsidized by the said chapter on the westerly section of the said line, a further distance from the easterly end thereof of 15 miles, towards Campbellton, N.B., not exceeding 30 miles.

498. For a line of railway from St. Charles Junction on the Intercolonial Railway towards the St. Francis branch of the Temiscouata Railway, Quebec, not exceeding 45 miles, and from the mouth of the St. Francis River, N.B., westerly towards St. Charles Junction, 15 miles, in all not exceeding 60 miles.

499. For a line of railway from Bristol, in the county of Carleton, New Brunswick, on the Canadian Pacific Railway, easterly, a distance not exceeding 17 miles.

500. For a line of railway from Shediac, county of Westmorland, New Brunswick, to Shemogue, and towards Cape Tormentine, in the said county, a distance not exceeding 38 miles.

501. For a railway from Lockeport, Nova Scotia, to Sable River, or other convenient point of railway connection, not exceeding 20 miles.

502. To the Inverness and Richmond Railway Company, for a railway in extension of the company's line northward from Broad Cove to Cheticamp, C.B., Nova Scotia, not exceeding 40 miles.

503. For a railway from Bridgetown to Victoria Beach, Nova Scotia, not exceeding 30 miles.

504. For a railway from a point on the Intercolonial Railway, Pictou branch, to Kempt Town, county of Colchester, Nova Scotia, not exceeding 4½ miles.

505. For a railway from Brazil Lake, on the Dominion Atlantic Railway, to Kemptville, Nova Scotia, not exceeding 11 miles.

506. To the Montfort and Gatineau Colonization Railway Company, to enable it to extend its railway from Arundel to a point in the municipality of the united townships of Preston and Hartwell, province of Quebec, not exceeding 30 miles.

507. To the Chateauguay and Northern Railway Company, for a railway from a point in Hochelaga ward, Montreal, to a point on the Great Northern Railway, in or near the town of Joliette, passing near the town of L'Assomption, Quebec, together with a spur into the said town, not exceeding 42 miles.

508. To the Chateauguay and Northern Railway Company, for a single-track standard railway bridge, with two roadways 10 feet wide, for free vehicular and foot passenger traffic, the same as upon a public highway, from Bout L'Isle to Charlemange, at the junction of the Ottawa and St. Lawrence rivers, $150,000.

509. To the Chateauguay and Northern Railway Company, towards the construction of a bridge across the Lac Ouareau River, $15,000.

510. To the Arthabaska Railway Company, for a railway from Victoriaville to West Chester, province of Quebec, a distance not exceeding 12 miles.

511. To the Great Northern Railway Company, for a branch line from the town or from near the town of Joliette towards Ste. Emélie, touching the parishes of Ste. Beatrix and Ste. Jean de Matha, not exceeding 20 miles.

512. For a railway from Farnham, province of Quebec, to Frelighsburg and the International Boundary Line, not exceeding 21 miles.

513. Towards the construction of a railway bridge over the St. Francis River, in lieu of the grant under chapter 7 of 1899, at St. François du Lac, on the condition that the bridge, with approaches, be built so as to allow the municipalities to make use thereof, to establish and maintain a suitable roadway for the free passage of foot passengers, vehicles and animals, to be approved by the Minister of Railways and Canals, $50,000.

514. Towards the construction of a railway bridge over the Nicolet River at Nicolet, in lieu of the grant under chapter 7 of 1899, $15,000.

515. For a line of railway from Halifax towards a point on the Central Railway of Nova Scotia, in the county of Lunenburg, in addition to and in extension of the 20 miles subsidized by chapter 7 of 1899, not exceeding 20 miles.

3. The subsidies hereby granted and any subsidies heretofore granted under any Act of the Parliament of Canada, still in force, but not fully paid, towards the construction of any railway or bridge, shall be payable out of the Consolidated Revenue Fund of Canada, and may, unless in this Act otherwise expressly provided, at the option of the Governor in Council, on the report of the Minister of Railways and Canals, be paid as follows:

(*a*) upon the completion of the work subsidized; or

(*b*.) by instalments on the completion of each ten-mile section of the railway, in the proportion which the cost of such completed section bears to that of the whole work undertaken; or

(*c.*) upon progress estimates on the certificate of the Chief Engineer of Railways and Canals, that in his opinion, having regard to the whole work undertaken and the aid granted, the progress made justifies the payment of a sum not less than sixty thousand dollars; or

(*d.*) with respect to (*b*) and (*c*), part one way, part the other.

4. The subsidies hereinbefore mentioned as to be granted to companies named for that purpose shall, if granted by the Governor in Council, be granted to such companies respectively; the other subsidies may be granted to such companies as are approved by the Governor in Council as having established to his satisfaction their ability to construct and complete the said railways respectively; all the lines for the construction of which subsidies are granted, unless they are already commenced, shall be commenced within two years from the first day of August next, and completed within a reasonable time, not to exceed four years from the said first day of August, to be fixed by Order in Council, and shall also be constructed according to descriptions and specifications and upon conditions to be approved by the Governor in Council, on the report of the Minister of Railways and Canals, and specified in an agreement to be made in each case by the company with the government, which agreement the government is hereby empowered to make; the location also of every such line of railway shall be subject to the approval of the Governor in Council.

5. The granting of such subsidies, and the receipt thereof by the respective companies, shall be subject to the condition that the Governor in Council may at all times provide and secure to other companies such running powers, traffic arrangements and other rights as will afford to all railways connecting with those so subsidized reasonable and proper facilities in exercising such running powers, fair and reasonable traffic arrangements with connecting companies, and equal mileage rates between all such connecting railways; and the Governor in Council shall have absolute control at all times over the rates and tolls to be levied and imposed by any of the companies or upon any of the railways hereby subsidized.

6. The Governor in Council may make it a condition of the subsidies hereby granted, or of any heretofore granted by any Act of Parliament as to which a contract has not yet been entered into between Her Majesty and the company for the construction of the railway, that the company shall lay its road with new steel rails made in Canada, if such rails are procurable in Canada of suitable quality upon terms as favourable as other rails can be obtained upon, of which the Minister of Railways and Canals shall be the judge.

7. Every company receiving a subsidy under this Act, its successors or assigns, and any person or company controlling or operating the railway or portion of railway subsidized under this Act, shall each year furnish to the government of Canada transportation for men, supplies, material and mails over the portion of its line in respect of which it has received such subsidy, and, whenever required, shall furnish mail cars, properly equipped, for such mail service; and such transportation and service shall be performed at such rates as are agreed upon between the minister of the department of the government for which such service is being performed and the company performing it, and in case of disagreement then at such rates as are approved by the Governor in Council; and in or towards payment for such charges the government of Canada shall be credited by the company with a sum equal to three per cent per annum on the amount of subsidy received by the company under this Act.

8. As respects all railways for which subsidies are granted by this Act, the company at any time owning or operating any of the said railways shall, when required, produce and exhibit to the Minister of Railways and Canals, or any person appointed by him, all books, accounts and vouchers showing the cost of constructing the railway, the cost of operating it, and the earnings thereof.

9. Paragraph 20 of section 2 of chapter 7 of the statutes of 1899 is amended by inserting after the word 'railway,' in the third line, the words 'or to connect the said lines.'

10. The subsidy provided for by chapter 7 of the statutes of 1899 towards the construction of a railway bridge over the St. Lawrence River at Chaudière Basin, near Quebec, shall be deemed to be applicable, as to one-third thereof, to the substructure and approaches, and as to two-thirds thereof to the superstructure, and the said subsidy may be paid upon that basis by authority of the Governor in Council, upon progress estimates to be furnished from time to time by the Chief Engineer of Government Railways and Canals, so that one-third of such subsidy, and no more, may be paid in respect of and upon completion of the masonry of the substructure and approaches of the said bridge, one-third, and no more, upon the work and material of one-half of the superstructure being done and supplied, in respect of such work and material, and the remaing one-third upon the completion of the whole work.

By the Act 1st Edward VII., chapter 7 (*Assented to May 23, 1901.*)

1. In this Act, unless the context otherwise requires, the expression 'cost' means the actual, necessary and reasonable cost, and shall include the amount expended upon any bridge, up to and not exceeding $25,000, forming part of the line of railway subsidized not otherwise receiving any bonus, but shall not include the cost of terminals and right of way of the railway in any city or incorporated town; and such actual, necessary and reasonable cost shall be determined by the Governor in Council, upon the recommendation of the Minister of Railways and Canals, and upon the report of the Chief Engineer of Government Railways, certifying that he has made or caused to be made an inspection of the line of railway for which payment of subsidy is asked, and careful inquiry into the cost thereof, and that in his opinion the amount upon which the subsidy is claimed is reasonable, and does not exceed the true, actual and proper cost of the construction of such railway.

2. The Governor in Council may grant a subsidy of $3,200 per mile towards the construction of each of the undermentioned lines of railway (not exceeding in any case the number of miles hereinafter respectively stated) which shall not cost more on the average than $15,000 per mile for the mileage subsidized, and towards the construction of each of the said lines of railway not exceeding the mileage hereinafter stated, which shall cost more on the average than $15,000 per mile for the mileage subsidized, a further subsidy beyond the sum of $3,200 per mile of fifty per cent on so much of the average cost of the mileage subsidized as is in excess of $15,000 per mile, such subsidy not exceeding in the whole the sum of $6,400 per mile;—

516. For a line of railway from a point on the Intercolonial Railway at or near New Glasgow to Country Harbour, Nova Scotia, and from a point at or near Country Harbour Cross Roads to Guysborough, in lieu of the subsidies granted by 1897, cap. 4, and 1899, cap. 7, sec. 2, paragraph 34, not exceeding 80 miles.

517. To the Quebec and New Brunswick Railway Company, for a line of railway from a point at or near St. Charles or at or near Chaudière Junction or a point on the Quebec Central Railway, near St. Anselme, Quebec, towards the present terminus of the St. Francis Branch of the Témiscouata Railway, New Brunswick, not exceeding 45 miles, and for a line of railway from the mouth of the St. Francis River, New Brunswick, westerly towards Chaudière Junction, not exceeding 15 miles, in lieu of the subsidy granted by 1900, cap, 8, sec. 2, paragraph 23; also for a line of railway in extension of the St. Francis Branch of the Témiscouata Railway to the mouth of the St. Francis River, New Brunswick, in lieu of the subsidy granted by 1899, cap. 7, sec. 2, paragraph 43, not exceeding 3 miles; in all not exceeding 63 miles.

518. To the Montreal and Province Line Railway Company, for a line of railway from Farnham, Quebec, to Frelighsburg, in lieu of the subsidy granted by 1900, cap. 8, sec. 2, paragraph 37, not exceeding 19 miles.

519. For a line of railway from a point on the Intercolonial Railway at or near Windsor Junction to Upper Musquodoboit, in lieu of 1897, cap. 4, sec. 2, paragraph 23, not exceeding 40 miles.

520. For a line of railway from Pubnico, Nova Scotia, to Port Clyde or Clyde River, in lieu of the unexpended balance of subsidy granted by 1897, cap. 4, sec. 2, paragraph 29, not exceeding 31 miles.

521. To the Toronto, Lindsay and Pembroke Railway Company, for a line of railway from the western terminus of the 20 miles subsidized by 1899, cap. 7, sec. 2, paragraph 47, westerly towards Bancroft, not exceeding 20 miles, in lieu of the subsidy granted by 1900, cap. 8, sec., 2 paragraph 3; also from the terminus of previously subsidized lines at a point about 40 miles west of Golden Lake, westerly to Bancroft, not exceeding 11 miles; in all not exceeding 31 miles.

522. For a line of railway from Chipman Station, New Brunswick, to Gibson, in lieu of the subsidies granted by 1897, cap. 4, and 1899, cap. 7, sec. 2, paragraph 31, not exceeding 45 miles.

523. To the Inverness and Richmond Railway Company, for a line of railway from a point at or near Point Tupper on the Intercolonial Railway, to Broad Cove and Cheticamp, Nova Scotia, in lieu of the subsidies granted by 1897, cap. 4, 1899, cap. 7, sec. 2, paragraph 29, and 1900, cap. 8, sec. 2, paragraph 27, not exceeding 98 miles.

524. For a line of railway from Caplin to Paspebiac, Quebec, in lieu of the subsidy granted by 1899, cap. 7, sec. 2, paragraph 15, the subsidy contract to be entered into with the trustees or receivers under mortgage from the Atlantic and Lake Superior Railway Company, and to contain the conditions that the subsidy when earned shall be paid in the following manner:—

1st. To the Hamilton Bridge Works Company in payment for bridge superstructures on the said section of railway, when furnished and erected by that company, not to exceed $35,000;

2nd. For the completion of the road-bed and works incidental thereto;

3rd. Towards payment of overdue balances, pro rata, in settlement of claims for labour, boarding-house claims, and material and supplies furnished in connection with the construction of the said section of railway; in all not exceeding 30 miles.

525. To the Schomberg and Aurora Railway Company, for a line of railway from a point on the Grand Trunk Railway between King and Newmarket, Ontario, to Schomberg, in lieu of the subsidy granted by 1897, cap. 4, not exceeding 15 miles.

526. To the Ottawa and Gatineau Railway Company, for a line of railway from the end of the 62nd mile subsidized, towards Désert, in lieu of the subsidy granted by 1897, cap. 4, sec. 2, paragraph 5, not exceeding 20 miles.

527. To the Restigouche and Western Railway Company, for its line of railway from Campbellton on the Intercolonial Railway, New Brunswick, towards Grand Falls, in lieu of the subsidy granted by 1897, cap. 4, sec. 2, paragraph 10, not exceeding 20 miles.

528. To the Pontiac Pacific Junction Railway Company, for 36 miles of its railway from a point at or near Shawville, crossing the Ottawa River via Calumet Island to Pembroke, including the bridging of both channels of the Ottawa River at Calumet Island, 14 miles of which shall be in lieu of the unexpended balance of subsidy granted by 1897, cap. 4, sec. 3, paragraph 2, not exceeding $115,200.

529. To the Manitoulin and North Shore Railway Company, for its line of railway, from a point on its line of railway between Sudbury and Little Current to its junction with the line of the Algoma Central and Hudson Bay Railway, at or

near Goulais River, in addition to and in further extension of its railway subsidized by 1900, cap. 8, sec. 2, paragraph 6, an additional mileage not exceeding 130 miles.

530. For a line of railway from Grandique Ferry, Nova Scotia, to Arichat, not exceeding 8 miles.

531. To the Central Ontario Railway Company, for a further extension of its line of railway, subsidized by 1900, cap. 8, sec. 2, paragraph 5, northward, to a junction with the Canada Atlantic Railway, at or near Whitney, Ontario, not exceeding 20 miles.

532. To the Kingston and Pembroke Railway Company, for a line of railway from a point at or near Sharbot Lake, Ontario, via Lanark, to Carelton Place, not exceeding 41 miles.

533. To the Norwood and Apsley Railway Company, for a line of railway from Norwood, Ontario, to the village of Apsley, not exceeding 30 miles.

534. For a line of railway from a point on the Dominion Atlantic Railway at or near Wolfville, Nova Scotia, to the Government pier on the Basin of Minas, not exceeding one mile.

535. To the Algoma Central and Hudson Bay Railway Company, for a line of railway from Sault Ste. Marie to a point on the Canadian Pacific Railway at or near White River, in the district of Algoma, in extension of the subsidy granted to the Algoma Central Railway by 1899, cap. 8, sec. 2, paragraph 23, and by 1900, cap. 8, sec. 2, paragraph 4, a further and additional mileage not exceeding 135 miles.

536. For a line of railway from Bridgetown, Nova Scotia, to Middleton, in extension of the line subsidized by 1900, cap. 8, sec. 2, paragraph 28, not exceeding 11 miles.

537. For a line of railway from a point on the Grand Trunk Railway at or near Burk's Falls, Ontario, to the Maganetawan River, not exceeding two miles.

538. For a line of railway between Halifax and the Central Railway, Nova Scotia, from the end of the 40th mile from Halifax, subsidized by 1900, cap. 8, sec. 2, paragraph 40, to a junction with the Central Railway, Nova Scotia, not exceeding 30 miles.

539. For a line of railway from a point on the Algoma branch of the Canadian Pacific Railway at or near Bruce Lake Station, northerly to a point at or near Rock Lake, in the district of Algoma, not exceeding 9 miles.

540. For a line of railway from Roberval, Quebec, westward towards James Bay, not exceeding 60 miles.

541. For a line of railway from a point upon the Stonewall branch or the Selkirk branch of the Canadian Pacific Railway to Icelandic River by way of Gimli, not exceeding 35 miles.

542. To the Restigouche and Western Railway Company, for an extension of its line of railway from the 50th mile from Campbellton already subsidized, westward, to effect a junction with its line of railway subsidized 27 miles east from the St. John River, not exceeding 33 miles.

543. For a line of railway from Duncan Lake towards Lardo or Arrow Lake, British Columbia, or from Lardo to Arrow Lake, in lieu of the subsidy granted by 1900, cap. 8, sec. 2, paragraph 21, not exceeding 30 miles.

3. The Governor in Council may grant to the Ottawa and Gatineau Railway, for its unearned balance of subsidy upon the 62 miles of its line of railway from Hull towards Désert, granted by 1897, chap. 4, sec. 3, paragraph 3, a sum not exceeding $35,872.

4. The subsidies hereby authorized, and any subsidies heretofore authorized under any Act of Parliament of Canada still in force but not fully paid, towards the construction of any railway or bridge, shall be payable out of the Consolidated Revenue Fund of Canada, and may, unless otherwise expressly provided in this Act, at the option of the

Governor in Council, on the report of the Minister of Railways and Canals, be paid as follows :—

(*a.*) upon the completion of the work subsidized ; or

(*b.*) by instalments, on the completion of each ten-mile section of the railway, in the proportion which the cost of such completed section bears to that of the whole work undertaken ; or

(*c.*) upon progress estimates on the certificate of the Chief Engineer of Government Railways, that, in his opinion, having regard to the whole work undertaken and the aid granted, the progress made justifies the payment of a sum not less than sixty thousand dollars ; or

(*d.*) with respect to (*b.*) and (*c.*), part one way, part the other.

5. The subsidy of 66 miles granted to the Manitoulin and North Shore Railway Company for a line of railway between Little Current, on Manitoulin Island, and Sudbury, Ontario, by paragraph 6 of section 2 of chapter 8 of the statutes of 1900, may be contracted for with the company and paid, and the work may be begun and prosecuted in two sections, the first beginning at or near Victoria Mines, in the township of Denison, and extending to Sudbury, and thence north-easterly towards Lake Wahnapitæ, not exceeding 33 miles ; the second section beginning at Little Current and extending to and connecting with the Canadian Pacific Railway at or near Stanley, in the township of Baldwin, on the Canadian Pacific Railway, not exceeding 31 miles ; subject, however, to the company carrying out the undertaking contained in paragraph 6 of section 2 of chapter 8 of the statutes of 1900.

6. The subsidies hereinbefore authorized to be granted to companies named, shall, if granted by the Governor in Council, be granted to such companies respectively ; the other subsidies may be granted to such companies as establish to the satisfaction of the Governor in Council their ability to construct and complete the said railways respectively ; all the lines for the construction of which subsidies are granted, unless they are already commenced, shall be commenced within two years from the first day of August, 1901, and completed within a reasonable time, not to exceed four years from the said first day of August, to be fixed by the Governor in Council, and shall also be constructed upon a location, and according to descriptions, conditions, and specifications approved by the Governor in Council on the report of the Minister of Railways and Canals, and specified in each case in a contract between the company and the said Minister, which contract the Minister, with the approval of the Governor in Council, is hereby empowered to make.

7. The granting of such subsidies, and the receipt thereof by the respective companies, shall be subject to the condition that the Governor in Council may at all times provide and secure to other companies such running powers, traffic arrangements, and other rights, as will afford to all railways connecting with those so subsidized, reasonable and proper facilities in exercising such running powers, fair and reasonable traffic arrangements with connecting companies, and equal mileage rates between all such connecting railways ; and the Governor in Council shall have absolute control, at all times, over the rates and tolls to be levied and taken by any of the companies, or upon any of the railways hereby subsidized.

8. Every company receiving a subsidy under this Act, its successors and assigns, and any person or company controlling or operating the railway or portion of railway subsidized under this Act, shall each year furnish to the Government of Canada transportation for men, supplies, materials and mails over the portion of the line in respect of which it has received such subsidy, and, whenever required, shall furnish mail cars properly equipped for such mail service ; and such transportation and service shall be performed at such rates as are agreed upon between the Minister of the Department of the Government for which such service is being performed and the company performing it, and, in case of disagreement, then at such rates as are approved by the Governor in Council ; and in or towards payment for such charges the Government of Canada shall

be credited by the company with a sum equal to three per cent per annum on the amount of the subsidy received by the company under this Act.

9. As respects all railways for which subsidies are granted by this Act, the company at any time owning or operating any of the railways shall, when required, produce and exhibit to the Minister of Railways and Canals, or any person appointed by him, all books, accounts and vouchers, showing the cost of constructing the railway, the cost of operating it, and the earnings thereof.

10. The Governor in Council may make it a condition of the grant of the subsidies herein provided, or any heretofore authorized by any Act of Parliament as to which a contract has not yet been entered into with the company for the construction of the railway, that the company shall lay its road with new steel rails, made in Canada, if they are procurable in Canada of suitable quality, upon terms as favourable as other rails can be obtained, of which the Minister of Railways and Canals shall be the judge.

By the Act 3rd Edward VII., chap. 57 (assented to 24th October, 1903.)

1. In this Act, unless the context otherwise requires, the expression 'cost' means the actual, necessary and reasonable cost and shall include the amount expended upon any bridge, up to and not exceeding $25,000, forming part of the line of railway subsidized not otherwise receiving any bonus, but shall not include the cost of terminals and right of way of the railway in any city or incorporated town ; and such actual, necessary and reasonable cost shall be determined by the Governor in Council, upon the recommendation of the Minister of Railways and Canals, and upon the report of the Chief Engineer of Government Railways, certifying that he has made or caused to be made an inspection of the line of railway for which payment of subsidy is asked, and careful inquiry into the cost thereof, and that in his opinion the amount upon which the subsidy is claimed is reasonable, and does not exceed the true, actual and proper cost of the construction of such railway.

2. The Governor in Council may grant a subsidy of $3,200 per mile towards the construction of each of the undermentioned lines of railway (not exceeding in any case the number of miles hereinafter respectively stated) which shall not cost more on the average than $15,000 per mile for the mileage subsidized, and towards the construction of each of the said lines of railway not exceeding the mileage hereinafter stated, which shall cost more on the average than $15,000 per mile for the mileage subsidized, a further subsidy beyond the sum of $3,200 per mile of fifty per cent on so much of the average cost of the mileage subsidized as is in excess of $15,000 per mile, such subsidy not exceeding in the whole the sum of $6,400 per mile :—

544. To the Tilsonburg, Lake Erie and Pacific Railway Company, for a line of railway from the present terminus at Ingersoll to Woodstock, not exceeding 9 miles, in lieu of the subsidy granted by item 26 of section 2 of chapter 7 of 1899.

545. To the Lindsay, Bobcaygeon and Pontypool Railway Company, for a line of railway from Burketon to Bobcaygeon, not exceeding 40 miles, in lieu of the subsidy granted by item 11 of section 2 of chapter 7 of 1899.

546. To the Toronto, Lindsay and Pembroke Railway Company, for a line of railway from Golden Lake to Bancroft, not exceeding 51 miles, in lieu of the subsidy granted by item 6 of section 2 of chapter 7, 1901.

547. To the Central Ontario Railway, for a further extension of its railway from a point at or near Bancroft to a point on the Canada Atlantic Railway at or near Whitney, not exceeding 40 miles, in lieu of the subsidies granted by item 5 of section 2 of chapter 8 of 1900, and item 16 of section 2 of chapter 7 of 1901, respectively.

548. To the Strathroy and Western Counties Railway Company, for a line of railway from a point at Lambeth to Strathroy, via the villages of Delaware, Mount Brydges and Caradoc Station on the Canadian Pacific Railway, and from Strathroy northerly to Forest, Thedford or Parkhill, not exceeding in all 31 miles, in lieu of subsidies granted by item 4 of section 2 of chapter 7, 1899, and item 2 of section 2 of chapter 8 of 1900, respectively.

549. To the Montfort and Gatineau Colonization Railway Company, to extend its railway from Arundel to a point in the municipality of the united townships of Preston and Hartwell, not exceeding 30 miles, in lieu of the subsidy granted by item 31 of section 2 of chapter 8 of 1900.

550. For a line of railway from Jonquières to La Baie des Ha Ha, not exceeding 20 miles, in lieu of the subsidy of 12 miles granted by item 21 of section 2 of chapter 7 of 1899.

551. For a line of railway from Lime Ridge northerly through the county of Wolfe in the county of Megantic, not exceeding 50 miles, being a revote of the subsidy granted by chapter 4 of 1894.

552. For a line of railway from Joliette to or near Lake Manuan, a distance not exceeding 60 miles, being a revote and in lieu of subsidies granted by chapter 4 of 1897 and chapter 8 of 1900.

553. For a line of railway from St. Eustache to St. Placide in the county of Two Mountains, not to exceed 18 miles; from St. Eustache to Sault au Recollet, 12 miles; and from St. Placide to St. Andrews, 8 miles—not exceeding in all 38 miles; being a revote of subsidies granted by chapter 24 of 1887 and chapter 5 of 1892, respectively.

554. For a line of railway from Roberval westward towards James Bay, not exceeding 60 miles, in lieu of the subsidy granted by item 25 of section 2 of chapter 7 of 1901.

556. For a line of railway from Yamaska to Lotbinière, a distance not exceeding 70 miles, in lieu of the subsidy granted by item 27 of section 2 of chapter 7 of 1899.

557. To the Ottawa, Northern and Western Railway Company, for that portion of its line from a point at the east end of the Hull station yard of the Canadian Pacific Railway to a point of junction with the Interprovincial Bridge approach in the city of Hull, not exceeding one mile; and for a line of railway to the boundary line of the city of Hull from a point on the Ottawa and Gatineau Railway, now the Ottawa, Northern and Western Railway, not exceeding one-quarter of a mile; in lieu of any balance of mileage subsidized by items 12 and 39 respectively of section 2 of chapter 7 of 1899.

558. To the International Railway Company of New Brunswick (formerly the Restigouche and Western Railway Company), for a line of railway from the western end of the ten miles of its railway, as already constructed from Campbellton towards a point on the St. John River between Grand Falls and Edmundston, not exceeding 67 miles, being a revote, and in lieu of subsidies granted by chapter 4 of 1897, item 42 of section 2 of chapter 7 of 1899, and item 22 of section 2 of chapter 8 of 1900.

559. For a line of railway from Woodstock to the International Boundary, not exceeding 26 miles, being a revote of the subsidy granted by chapter 4 of 1894.

560. To the St. John Valley Railway Company, for a line of railway from a point on the Canadian Pacific Railway at or near Welsford or Westfield, or between the said two points, to Gagetown, not exceeding 30 miles, being a revote of the subsidy granted by chapter 4 of 1897.

561. To the Shediac and Coast Railway Company, for a line of railway from Shediac to Shemogue and towards Cape Tormentine, in Westmoreland County, not exceeding 38 miles, in lieu of the subsidy granted by item 25 of section 2 of chapter 8 of 1900.

562. To the Mabou and Gulf Railway Company, Limited, for a line of railway from Mabou Coal Mines to a point at or near Glendyer, thence to Orangedale on the Intercolonial Railway, not exceeding 34 miles, a revote of the subsidy granted by chapter 4 of 1894, and in substitution of the 25 miles subsidized thereby from Orangedale to Broad Cove.

563. To the Nova Scotia Eastern Railway Company, Limited, for a line of railway from New Glasgow to Cross Roads, Country Harbour, thence to the town of Guysborough, and thence to the Strait of Canso; with a branch from Cross Roads, Country Harbour, aforesaid, down the Country Harbour River to the Deep Waters thereof, not exceeding 116 miles; in lieu of subsidies for 40 and 80 miles granted by items 4 and 1, respectively, of section 2 of chapter 7 of 1901.

564. For a line of railway from Debert Station on the Intercolonial Railway to Debert Coal Mine, not exceeding 4½ miles, in lieu of the subsidy granted by item 29 of section 2 of chapter 8 of 1900.

565. For a line of railway from a point on the Joggins Railway near River Hebert Railway Bridge to the village of Minudie, not exceeding 6 miles, being a revote and in substitution of subsidy granted by chapter 4 of 1894.

566. To the Middleton and Victoria Beach Railway Company, Limited, for a line of railway from Victoria Beach to Middleton, not exceeding 41 miles, in lieu of subsidies granted by item 28 of section 2 of chapter 8 of 1900, and by item 21 of section 2 of chapter 7 of 1901.

567. To the Halifax and South-western Railway Company, for the following lines of railway:—

(*a.*) A line of railway from a point at or near Halifax to a point on the Central Railway at or near Mahone Bay, not exceeding 68 miles.

(*b.*) A line of railway from a point on the Central Railway at or near Bridgewater towards Barrington Passage, not exceeding 77 miles.

(*c.*) A line of railway from a point at or near New Germany on the Central Railway to a point at or near Caledonia, not exceeding 22 miles.

(*d.*) A line of railway from a point at or near Caledonia to Liverpool, not exceeding 29 miles.

The subsidies to the said lines of railway being granted in lieu of subsidies granted by items 17, 18, 35 and 36 of section 2 of chapter 7, 1899 by items 26 and 40 of section 2 of chapter 8 of 1900, and items 5 and 23 of section 2 of chapter 7 of 1901, respectivley.

568. To the Inverness Railway and Coal Company, formerly the Inverness and Richmond Railway Company, Limited, for 8 miles of railway between Point Tupper and Broad Cove; and for a line of railway not exceeding 37 miles, from Cheticamp to a point on the line already built between Broad Cove and Point Tupper, being a revote and in substitution of the subsidy granted by chapter 4 of 1897.

569. For a line of railway from a point at or near Wolfville on the Dominion Atlantic Railway to the Government pier on the Basin of Minas, not exceeding one mile, in lieu of the subsidy granted by item 19 of section 2 of chapter 7 of 1901.

570. To the Nicola, Kamloops and Similkameen Coal and Railway Company, for a line of railway from a point at or near Spence's Bridge on the Canadian Pacific Railway to Nicola Lake, not exceeding 45 miles, being a revote of subsidies granted by chapter 5 of 1892 and chapter 4 of 1894.

571. For a line of railway from Winnipeg Beach or Teulon to a point on Icelandic River, by way of Gimli, not exceeding 35 miles, in lieu of the subsidy granted by item 26 of section 2 of chapter 7 of 1901.

572. To the Edmonton, Yukon and Pacific Railway Company, for a line of railway from the town of Strathcona to Edmonton, and thence westerly towards the Yellow Head Pass, a distance not exceeding 50 miles, in lieu of the subsidy granted by item 41 of section 2 of chapter 7 of 1899.

573. To the St. John Valley and Rivière du Loup Railway Company, for a line of railway from Fredericton to Woodstock, not exceeding 59 miles, in lieu of the subsidy granted by item 5 of section 2 of chapter 7 of 1899.

574. For a line of railway from Hawkesbury, Ontario, to South Indian, not exceeding 35 miles, in lieu of the subsidy granted by item 22 of section 2 of chapter 7 of 1899.

575. To the Tilsonburg, Lake Erie and Pacific Railway Company, for a line of railway from Woodstock northerly to a point on the Grand Trunk Railway at Berlin, or from Ingersoll to Stratford, or to any point on the Grand Trunk Railway between these places, not exceeding 35 miles, being in addition to and continuation of the 9 miles mentioned in item 1 of this section (544).

576. To the Irondale, Bancroft and Ottawa Railway Company, for a line of railway from the present terminus of its railway, near Baptiste, easterly to a point at or near Renfrew, not exceeding 75 miles.

577. To the Nepigon Railway Company, for a line of railway from Lake Superior to Lake Nepigon, and from a point on the north shore of Lake Nepigon northerly, not exceeding 80 miles.

578. To the Manitoulin and North Shore Railway Company, for a line of railway from Little Current on its present line, to Sudbury, and thence towards the main line of the Canadian Pacific Railway Company, not exceeding 30 miles, in lieu of the subsidy for 21 miles granted by item 38 of section 2 of chapter 7 of 1899.

579. To the Thunder Bay, Nepigon and St. Joe Railway Company, for a line of railway from Port Arthur north-easterly, not exceeding 50 miles.

580. To the Timagami Railway Company, for a line of railway from a point at or near Sturgeon Falls in a north-westerly direction to a point on the westerly shore of Lake Timagami in the district of Nipissing, not exceeding 50 miles.

581. To the Bay of Quinté Railway Company, for further extension of its line of railway, from the northern terminus thereof, commencing from a point at or near Actinolite, thence in a north-westerly direction, via the villages of Queensboro' and Bannockburn, to a point in the township of Marmora or Lake in Hastings County, not exceeding 20 miles in all.

582. To the Bruce Mines and Algoma Railway Company, for 21 miles from the end of its line, as subsidized by chapter 7 of 1901, northward, not exceeding 21 miles.

583. To the James Bay Railway Company, for a line of railway from Toronto, via the east side of Lake Simcoe, to a point at, near, or beyond Sudbury, through Parry Sound, not exceeding 265 miles, in lieu of two subsidies granted by chapter 8 of 1900, for 35 and 20 miles, respectively, from Parry Sound towards James Bay.

584. To the Quebec and Lake St. John Railway Company, for one mile of railway from Roberval to the Government wharf at Lake St. John.

585. To the Montfort and Gatineau Colonization Railway Company, for the extension of its line of railway from Morin Flats to St, Jerome. to connect with the Great Northern Railway, not exceeding 22 miles.

586. To the Interprovincial and James Bay Railway Company, for a line of railway from Lake Timiskaming at the present terminus of the Canadian Pacific Railway line, in a northerly direction, not to exceed 50 miles.

587. For a line of railway from Waltham Station to Ferguson Point, in the county of Pontiac, not exceeding 20 miles.

588. For a line of railway from Lake Nominingue to Le Lièvre, not exceeding 35 miles.

589. For a line of railway in extension of the line from Lime Ridge into the county of Megantic to the bridge over the St. Lawrence at or near Quebec, not exceeding 30 miles.

590. To the Quebec Central Railway Company, for an extension of its line of railway from St. François to St. George, not exceeding 9 miles; also for a railway from Scott Junction to the Quebec bridge, not exceeding 22 miles.

591. For a line of railway from the station of Lac Bouchette on the Quebec and Lake St. John Railway to St. André, not exceeding 13 miles.

592. For a line of railway from Quebec towards Seven Islands, including branches to Murray Bay and Baie St. Paul, not exceeding 200 miles.

593. For a branch line from a point at or near the intersection of the Canadian Pacific Railway and the Great Northern Railway between St. Philippe d'Argenteuil and Lachute, thence in a northerly direction, passing through the village of Brownsburg, not exceeding 3 miles.

594. To the Orford Mountain Railway Company, for a line of railway from a point on its main line between Lawrenceville and Eastman to Lake Bonella, 5 miles; from Kingsbury to Windsor Mills, 10 miles; and from Eastman to the town line between the township of Bolton, east part, and the township of Potton, 12 miles—not exceeding in the whole 27 miles.

595. To the Atlantic, Quebec and Western Railway Company, for a line of railway from Gaspé to a point at or near Causapscal on the Intercolonial Railway, and from that point to Edmundston, not exceeding 260 miles; and for a line of railway from Paspebiac to Gaspé as near the shore as practicable, not exceeding 102 miles.

596. For a line of railway, in addition to and in extension of the line mentioned in item 11 (554) of this section, from Roberval towards James Bay, not exceeding 40 miles.

597. For a branch line from a point near the bridge at Trois Pistoles River on the Intercolonial Railway in a south-easterly direction to Mackenzie and Renouf Falls, on the Trois Pistoles River, not exceeding 2½ miles.

598. To the Matane and Gaspé Railway Company, for a line of railway from a point at or near St. Octave on the Intercolonial Railway to Matane, not exceeding 30 miles.

599. To the Chateauguay and Northern Railway Company, for a line of railway from a point on its main line at or near L'Epiphanie, passing by way of the parish of St. Jacques de l'Achigan to the village of Rawdon, not exceeding 16 miles.

600. For a line of railway from the line of the Montreal and Atlantic Railway Company at St. Guillaume to the River Yamaska to join with the South Shore Railway, a distance not exceeding 12 miles.

601. For aline of railway from La Tuque on the St. Maurice River to a point on the Lake St. John Railway near the River Jeannotte, not exceeding 35 miles.

602. To the Montreal Northern Railway Company, for a line of railway from a point at or near Ste. Agathe des Monts station towards the township of Howard, in the county of Argenteuil, passing near Lakes St. Joseph and Ste. Marie, in a southerly direction, a distance not exceeding 15 miles.

603. To the Internationial Railway Company of New Brunswick, for a line of railway, in addition to and in extension of the line of 67 miles mentioned in item 14 of this section, to a point on the St. John River between Grand Falls and Edmundston, not exceeding 33 miles.

604. To the Beersville Coal and Railway Company, for a line of railway from Adamsville on the Intercolonial Railway to a point at or near Brown's Landing or Beersville, not exceeding 7 miles.

605. To the York and Carleton Railway Company, for a line of railway from its present terminus westerly, not exceeding 5 miles.

606. To the Mabou and Gulf Railway Company, Limited, for a line of railway from a point on the Intercolonial Railway at or near Mines Road Station to the wharf at Caribou Cove, not exceeding 4 miles, being in addition to subsidy mentioned in item 18 (562) of this section.

607. To the Nova Scotia Eastern Railway Company, Limited, for a line of railway from Dartmouth through the Musquodoboit Valley to a point at or near Melrose to connect there with the railway mentioned in item 19 (563) of this section, not exceeding 120 miles.

608. To the Midland Railway Company, Limited, for a line of railway from Truro northerly towards Brule, not exceeding 34 miles.

609. For a line of railway from St. Peters to Louisburg, not exceeding 50 miles.

610. To the Kootenay Central Railway Company, for a line of railway from Golden to the International Boundary Line, via Windermere and Fort Steele, and crossing the Crow's Nest Railway at or near Elko, not exceeding 186 miles.

611. To the Kettle River Valley Railway Company, for a line of railway from Grand Forks to a point 50 miles up the North Fork and West Fork of the North Fork of Kettle River, not exceeding 50 miles.

612. For a line of railway from Wellington to Union Bay, not exceeding 55 miles.

613. For a line of railway from Midway to Vernon, not exceeding 150 miles.

614. To the St. Mary's River Railway Company, for a line of railway from Spring Coulee, crossing St. Mary's River to Cardston, 16 miles, and from a point on this line to or near the intake of the irrigation canal, about 16 miles, in all not exceeding 32 miles.

615. For a line of railway from Dawson to Stewart River, passing at or near Grand Forks, not exceeding 84 miles.

616. To the Canadian Pacific Railway Company, for a branch line from a point on the main line between Moosomin and Elkhorn, north-westerly to a point in the neighbourhood of the Pheasant Hills, not exceeding 136 miles.

617. For a line of railway from a point at or near Medicine Hat on the Canadian Pacific Railway to the coal fields in or near townships 12 and 13, range 6, west of the fourth principal meridian, not exceeding 8 miles.

618. To the Great Northern Railway of Canada, for a line of railway from Garneau Junction to the Quebec bridge, not exceeding 70 miles.

619. To the Halifax and South-western Railway Company, for a line of railway to Barrington Passage, in addition to and in continuation of the 77 miles mentioned in paragraph *(b)* of item 23 (567) of this section, not exceeding 35 miles.

620. To the Lake Superior, Long Lake and Albany Railway Company, for a line of railway from Peninsula Harbour in a northerly direction, not exceeding 10 miles.

621. To the Cumberland Railway and Coal Company, for a line of railway from Parrsboro' Station to Riverside Wharf, not exceeding 1 mile.

622. To the Indian River Railway Company, for a line of railway from a point at or near the north end of Lake Megantic, thence southerly along the said lake to a point on the International Boundary, not exceeding 19 miles.

3. The Governor in Council may grant the subsidies hereinafter mentioned towards the construction of the bridges also hereinafter mentioned, that is to say :—

Towards the construction and completion of a railway bridge and approaches over the Nicolet River at Nicolet, in lieu of the grant under item 39 of section 2 of chapter 8 of 1900, $15,000.

Towards the construction of the steel superstructure of a railway bridge on the St. Francis River, in the county of Yamaska, in lieu of the grant under item 38 of section 2 of chapter 8 of 1900, but subject to the same conditions as expressed therein, payable to the Canadian Bridge Company of Walkerville, as their claim may appear for work already done on the said bridge, $50,000.

3. To the Canadian Bridge Company of Walkerville. to strengthen and complete the foundation and approaches to the bridge over the St. Francis River subsidized in favour of the South Shore Railway Company by section 3 of chapter 7 of 1899, $35,000, which amount shall remain the first charge on the road, and shall be recouped to the Treasury out of subsidies earned or to be earned, $35,000.

4. To the Chateauguay and Northern Railway Company, in addition to the subsidy for the Bout de l'Ile bridge granted by item 33 of section 2 of chapter 8 of 1900, $50,000.

4. The subsidies hereby authorized towards the construction of any railway or bridge shall be payable out of the Consolidated Revenue Fund of Canada, and may, unless otherwise expressly provided in this Act, at the option of the Governor in Council, on the report of the Minister of Railways and Canals, be paid as follows :—

(*a.*) upon the completon of the work subsidized ; or

(*b.*) by instalments, on the completion of each ten-mile section of the railway, in the proportion which the cost of such completed section bears to that of the whole work undertaken ; or

(*c.*) upon the progress estimates on the certificate of the Chief Engineer of the Department of Railways and Canals, that, in his opinion, having regard to the whole work undertaken and the aid granted, the progress made justifies the payment of a sum not less than thirty thousand dollars ; or

(*d.*) with respect to (*b*) and (*c*), part one way, part the other.

5. The subsidies hereinbefore authorized to be granted to companies named shall, if granted by the Governor in Council, be granted to such companies respectively ; the other subsidies may be granted to such companies as establish to the satisfaction of the Governor in Council their ability to construct and complete the said railways and bridges respectively ; all the lines and bridges for the construction of which subsidies are granted, unless they are already commenced, shall be commenced within two years from the first day of August, 1903, and completed within a reasonable time, not to exceed four years from the said first day of August, to be fixed by the Governor in Council, and shall also be constructed according to descriptions, conditions and specifications approved by the Governor in Council on the report of the Minister of Railways and Canals, and specified in each case in a contract between the Company and the said Minister, which contract the Minister, with the approval of the Governor in Council, is hereby empowered to make. The location also of such subsidized lines and bridges shall be subject to the approval of the Governor in Council.

6. The granting of such subsidies, and the receipt thereof by the respective companies, shall be subject to the condition that the Governor in Council may at all times provide and secure to other companies such running powers, traffic arrangements and other rights, as will afford to all railways connecting with the railways and bridges so subsidized, reasonable and proper facilities in exercising such running powers, fair and reasonable traffic arrangements with connecting companies, and equal mileage rates between all such connecting railways ; and the Governor in Council shall have absolute control, at all times, over the rates and tolls to be levied and taken by any of the companies, or upon any of the railways and bridges hereby subsidized.

7. Every company receiving a subsidy under this Act, its successors and assigns, and any person or company controlling or operating the railway or portion of railway subsidized under this Act, shall each year furnish to the Government of Canada transportation for men, supplies, materials and mails over the portion of the line in respect of which it has received such subsidy, and whenever required, shall furnish mail cars properly equipped for such mail service ; and such transportation and service shall be performed at such rates as are agreed upon between the Minister of the department of the Government for which such service is being performed and the company performing it, and, in case of disagreement, then at such rates as are approved by the Governor in

Council; and in or towards payment for such charges the Government of Canada shall be credited by the company with a sum equal to three per cent per annum on the amount of the subsidy received by the company under this Act.

8. As respects all railways and bridges for which subsidies are granted by this Act, the company at any time owning or operating any of the railways shall, when required, produce and exhibit to the Minister of Railways and Canals, or any person appointed by him, all books, accounts and vouchers, showing the cost of constructing the railway or bridge, the cost of operating it, and the earnings thereof.

9. The Governor in Council may make it a condition of the grant of the subsidies herein provided, or any heretofore authorized by any Act of Parliament as to which a contract has not yet been entered into with the company for the construction of the railway, that the company shall lay its road with new steel rails, made in Canada, if they are procurable in Canada of suitable quality, upon terms as favourable as other rails can be obtained, of which the Minister of Railways and Canals shall be judge.

By Special Act 4 Edward VII., Chap. 34, 1904.

1. In this Act, unless the context otherwise requires, the expression "cost" means the actual, necessary and reasonable cost, and shall include the amount expended upon any bridge, up to and not exceeding $25,000, forming part of the line of railway subsidized not otherwise receiving any bonus, but shall not include the cost of terminals and right of way of the railway in any city or incorporated town; and such actual, necessary and reasonable cost shall be determined by the Governor in Council, upon the recommendation of the Minister of Railways and Canals, and upon the report of the Chief Engineer of Government Railways, certifying that he has made or caused to be made an inspection of the line of railway for which payment of subsidy is asked, add careful inquiry into the cost thereof, and that in his opinion the amount upon which the subsidy is claimed is reasonable, and does not exceed the true, actual and proper cost of the construction of such railway.

2. The Governor in Council may grant a subsidy of $3,200 per mile towards the construction of each of the undermentioned lines of railway (not exceeding in any case the number of miles hereinfter respectively stated) which shall not cost more on the average than $15,000 per mile for the mileage subsidized, and towards the construction of each of the said lines of railway not exceeding the mileage hereinafter stated, which shall cost more on the average than $15,000 per mile for the mileage subsidized, a further subsidy beyond the sum of $3,200 per mile of 50 per cent on so much of the average cost of the mileage subsidized as in excess of $15,000 per mile, such subsidy not exceeding in the whole the sum of $6,400 per mile:—

627. To the Bracebridge and Trading Lake Railway Company, for a railway from Bracebridge in Muskoka, to a point at or near Baysville, Ontario, in lieu of the subsidy granted by item 7 of section 2 of chapter 8 of 1900, not exceeding 14 miles.

628. To the Bruce Mines and Algoma Railway Company, for the following lines of railway:—

(a.) For that portion of its line of railway from Bruce Mines Junction southerly to the town of Bruce Mines, on Lake Huron, a distance not exceeding 3 miles;

(b) For the 6 miles of railway constructed from Gordon Lake Station, being the end of its line as subsidized by chapter 7 of 1901, northward to Rock Lake, a distance of 6 miles;

(c) For 12 miles from Rock Lake northward, a distance not exceeding 12 miles;

The subsidies to the said lines being granted in lieu of the subsidy granted by item 38 of section 2 of chapter 67 of 1903, not exceeding 21 miles.

629. To the Nepigon Railway Company, for the following lines of railway :—

(*a*.) From a point at or near Nepigon Station on the line of the Canadian Pacific Railway to Nepigon Lake, not exceeding 30 miles ;

(*b*.) From a point on Nepigon Bay of Lake Superior to a point on the west of Lake Helen on the line of the Nepigon Railway, not exceeding 3½ miles ;

(*c*.) From a point on the line of the Nepigon Railway at or near the crossing of the Fraser River, to a point on Lake Jesse, by way of Cameron's Falls, not exceeding 1½ mile :

(*d*.) From a point on the north shore of Lake Nepigon northerly, not exceeding 45 miles ;

The subsidies to the said lines being granted in lieu of the subsidy granted by item 33 of section 2 of chapter 57 of 1903, not exceeding 80 miles.

630. For the construction of a branch line of railway beginning at the Canadian Pacific Railway Company's main line at St. Philippe d'Argenteuil Station, or at a point between there and Grenville, thence in a northerly direction, in lieu of the subsidy granted by item 49 section 2 of chapter 57 of 1903, not exceeding 3 miles.

631. To the Chateauguay and Northern Railway, for a railway from a point in Hochelaga ward, Montreal, to a point on the Great Northern Railway in or near the Town of Joliette, passing at or near the Town of L'Assomption, Quebec, together with a spur line into the said town, in lieu of the subsidy granted by item 32 of section 2 of chapter 8 of 1900, not exceeding 42 miles.

632. To the Great Northern Railway Company of Canada, to enable it to extend its railway from Arundel to a point in the municipality of the united Townships of Preston and Hartwell, Province of Quebec, in lieu of the subsidy granted to the Montford and Gatineau Colonization Railway by item 6 of section 2 of chapter 57 of 1903, not exceeding 30 miles.

633. To the Chateauguay and Northern Railway Company, for a branch line from a point on its main line at or near Charlemagne, thence northerly and westerly to a point on the Montford and Gatineau Railway at or near Morin Flats, in lieu of the subsidy granted to the Montford and Gatineau Colonization Railway by item 41 of section 2 of chapter 57 of 1903, not exceeding 22 miles.

634. To the Ottawa River Railway Company, for a line of Railway from a point at or near St. Agathe des Monts Station towards the township of Howard in the County of Argenteuil, passing near Lakes St. Joseph and St. Marie, in a southerly direction, in lieu of the subsidy granted to the Montreal Northern Railway Company by item 58 of section 2 of chapter 57 of 1903, not exceeding 15 miles.

635. To the Ottawa River Railway Company, for a line of railway between a point in the Parish of St. Andrews, in the County of Argenteuil, and a point in the Parish of St. Lawrence, in the County of Jacques Cartier, passing through the Parishes of St. Placide, St. Eustache and St. Martin, in lieu of the subsidy granted by item 10 of section 2 of chapter 57 of 1903, not exceeding 38 miles.

636. For a line of railway from Lardo towards Upper Arrow Lake, British Columbia, in lieu of the subsidy granted by item 29 of section 2 of chapter 7 of 1903, not exceeding 30 miles.

637. To the Western Alberta Railway Company, from a point on the United States boundary, west of range 27, northwesterly towards Anthracite, in the district of Alberta, in lieu of the subsidy granted by item 40 of section 2 of chapter 7 of 1899, not exceeding 50 miles.

3. The Governor in Council may grant the subsidy hereinafter mentioned towards the construction of the bridge also hereinafter mentioned, that is to say :—

638. To the Chateauguay and Northern Railway Company, the balance remaining unpaid of the subsidy granted by item 33 of section 2 of chapter 8 of 1900, for a single-track standard railway bridge, with two roadways 10 feet wide for free vehicular traffic, the same as upon a public highway, from Bout de L'Ile to Charlemagne at the Junction of the Ottawa and St. Lawrence Rivers, a sum not exceeding $51,000.

4. The subsidies hereby authorized towards the construction of any railway or bridge shall be payable out of the Consolidated Revenue Fund of Canada, and may, unless otherwise expressly provided in this Act, at the option of the Governor in Council, on the report of the Minister of Railways and Canals, be paid as follows :—

(*a*.) Upon the completion of the work subsidized ; or

(*b*.) By instalments, on the completion of each ten-mile section of the railway, in the proportion which the cost of such completed section bears to that of the whole work undertaken ; or

(*c*.) Upon the progress estimates on the certificate of the Chief Engineer of the Department of Railways and Canals, that, in his opinion, having regard to the whole work undertaken and the aid granted, the progress made justifies the payment of a sum not less than thirty thousand dollars ; or

(*d*.) With respect to (*b*) and (*c*), part one way, part the other.

5. The subsidies hereinbefore authorized to be granted to companies named shall, if granted by the Governor in Council, be granted to such companies respectively ; the other subsidies may be granted to such companies as establish to the satisfaction of the Governor in Council their ability to construct and complete the said railways and bridges for the construction of which subsidies are granted, unless they are already commenced, shall be commenced within two years from the first day of August, 1904, and completed within a reasonable time, not to exceed four years from the said first day of August, to be fixed by the Governor in Council, and shall also be constructed according to descriptions, conditions and specifications approved by the Governor in Council on the report of the Minister of Railways and Canals, and specified in each case in a contract between the Company and the said Minister, which contract the Minister, with the approval of the Governor in Council, is hereby empowered to make. The location also of such subsidized lines and bridges shall be subject to the approval of the Governor in Council.

6. The granting of such subsidies, and the receipt thereof by the respective companies, shall be subject to the condition that the Board of Railway Commissioners for Canada may at all times provide and secure to other companies such running powers, traffic arrangements and other rights, as will afford to all railways connecting with the railways and bridge so subsidized, reasonable and proper facilities in exercising such running powers, fair and reasonable traffic arrangements with connecting companies, and equal mileage rates between all such connecting railways ; and the said Board shall have absolute control, at all times, over the rates and tolls to be levied and taken by any of the companies, or upon any of the railways and the bridge hereby subsidized. Provided always that any decision of the said Board made under this section may be at any time varied, changed, or rescinded by the Governor in Council as he deems just and proper.

7. Every company receiving a subsidy under this Act, its successors and assigns, and any person or company controlling or operating the railway or portion of railway subsidized under this Act, shall each year furnish to the Government of Canada transpor-

tation for men, supplies, materials and mails over the portion of the lines in respect of which it has received such subsidy, and, whenever required, shall furnish mail cars properly equipped for such mail service; and such transportation and service shall be performed at such rates as are agreed upon between the Minister of the Department of the Government for which such service is being performed, and the company performing it, and, in case of disagreement, then at such rates as are approved by the Board of Railway Commissioners for Canada; and in or towards payment for such charges the Government of Canada shall be credited by the company with a sum equal to three per cent per annum on the amount of subsidy received by the company under the Act.

8. As respects all railways and the bridge for which subsidies are granted by this Act, the company at any time owning or operating any of the railways shall, when required, produce and exhibit to the Minister of Railways and Canals, or any person appointed by him, all books, accounts and vouchers, showing the cost of constructing the railway or bridge, the cost of operating it, and the earnings thereof.

9. The Governor in Council may make it a condition of the grant of the subsidies herein provided, or any heretofore authorized by any Act of Parliament as to which a contract has not yet been entered into with the company for the construction of the railway, that the company shall lay its road with new steel rails, made in Canada, if they are procurable in Canada of suitable quality, upon terms as favourable as other rails can be obtained, of which the Minister of Railways and Canals shall be the judge

10. Whenever a contract has been duly entered into with a company for the construction of any line of railway hereby subsidized, the Minister of Railways and Canals, at the request of the company, and upon the report of the Chief Engineer of Government Railways, and his certificate that he has made careful examination of the surveys, plans and profile of the whole line so contracted for, and has duly considered the physical characteristics of the country to be traversed and the means of transport available for construction, naming the reasonable and probable cost of such construction, may, with the authorization of the Governor in Council, enter into a supplementary agreement, fixing definitely the maximum amount of the subsidy to be paid, based upon the said certificate of the Chief Engineer, and providing that the company shall be entitled to be paid, as the minimum, the ordinary subsidy of $3,200 per mile, together with sixty per cent of the difference between the amount so fixed and the said $3,200 per mile, if any; and the balance, forty per cent, shall be paid only on completion of the whole work subsidized, and in so far as the actual cost, as finally determined by the Chief Engineer, entitles the company thereto: Provided always—

(a.) that the estimated cost, so certified, is not less on the average than $18,000 per mile for the whole mileage subsidized;

(b.) that no payment shall be made except upon a certificate of the Chief Engineer that the work done is up to the standard specified in the company's contract;

(c.) that in no case shall the subsidy exceed the sum of $6,400 per mile.

1. Whenever a contract has been duly entered into with a company for the construction of any line of railway subsidized by either of the Acts mentioned in the preamble, the Minister of Railways and Canals, at the request of the Company and upon the report of the chief engineer of government railways, and his certificate that he has made careful examination of the surveys, plans and profiles of the whole line so contracted for and has duly considered the physical characteristics of the country to be traversed and the means of transport available for construction, naming the probable and reasonable cost of such construction, may, with the authorization of the Governor in Council, enter into a supplementary agreement, fixing definitely the maximum amount of the subsidy to be paid, based upon the said certificate of the chief engineer,

and providing that the company shall be entitled to be paid, as the minimum, the ordinary subsidy of $3,200 per mile, together with sixty per cent of the difference between the amount so fixed and the said $3,200 per mile, if any; and the balance, forty per cent, shall be paid only on completion of the whole work subsidized, and in so far as the actual cost, as finally determined by the chief engineer, entitles the company thereto: Provided always—

(a.) that the estimated cost, so certified, is not less on the average than eighteen thousand dollars per mile for the whole mileage subsidized;

(b.) that no payment shall be made except upon a certificate of the chief engineer that the work done is up to the standard specified in the Company's contract;

(c.) that in no case shall the subsidy exceed the sum of six thousand four hundred dollars per mile.

2. In construing this Act the word "cost" shall have the meaning assigned to it by the Act authorizing the granting of the subsidy.

By Act, 6 Edward VII, Cap 43, 1906, (assented to 13th July, 1906).

1. The Governor in Council may grant a subsidy of $3,200 per mile towards the construction of each of the undermentioned lines of railway (not exceeding in any one case the number of miles hereinafter respectively stated) which shall not cost more on the average than $15,000 per mile for the mileage subsidized, and towards the construction of each of the said lines of railway not exceeding the mileage hereinafter stated, which shall cost more on the average than $15,000 per mile for the mileage subsidized, a further subsidy beyond the sum of $3,200 per mile of fifty per cent on so much of the average cost of the mileage subsidized as is in excess of $15,000 per mile, such subsidy not exceeding in the whole the sum of $6,400 per mile :—

639. To the Manitoulin and North Shore Railway Company (or to the Canada Central Railway Company, with the consent of the Manitoulin and North Shore Railway Company, and subject to the approval of the Governor in Council), for the following lines of Railway :—

(a) From Little Current thence crossing the Canadian Pacific Railway, at or near Stanley, and thence to Sudbury, not exceeding 64 miles.

(b) From a point on the said line of railway, between Little Current and Sudbury, westerly towards the Algoma Central and Hudson Bay Railway, not exceeding 100 miles; and

(c) From a point at or near Sudbury northerly, not exceeding 30 miles; the said subsidies being granted in lieu of the subsidies of 64 and 130 miles, granted by chapter 8 of 1900, section 2, item 6, as amended by section 5 of chapter 7 of 1901, and chapter 7 of 1901, section 2, item 14, respectively.

640. To the Algoma Central and Hudson Bay Railway Company for a line of railway from Sault St. Marie to a point on the Canadian Pacific Railway between White River and Dalton stations in the District of Algoma, not exceeding 200 miles, and, for a line of Railway from Michipicoten Harbour, Lake Superior, towards the main line of the Canadian Pacific Railway not exceeding 25 miles; in lieu of the subsidies of 40, 50 and 135 miles granted by chapter 7 of 1899, section 2, item 23, chapter 8 of 1900, section 2, item 4 and chapter 7 of 1901, section 2, item 20, respectively.

641. To the Lotbinière and Megantic Railway Company to extend its railway southerly from a point at or near Lyster in Megantic County to or towards a point at or near Lime Ridge in the Township of Dudswell; in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 8, not exceeding 50 miles.

642. For a line of railway from Lake Nomininguc to La Lièvre, in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 44, not exceeding 35 miles.

643. For a line of railway from a point on the Intercolonial Railway at or near Dartmouth, in the County of Halifax, to Guysborough, in the County of Guysborough, with branch lines to a point on the Intercolonial Railway at or near New Glasgow, in the County of Pictou, and also to Country Harbour, in the County of Guysborough, not exceeding in the whole 236 miles in lieu of subsidies of 116 and 120 miles granted by chapter 57 of 1903, section 2, items 19 and 63 respectively.

644. For a line of railway from Wellington to Union Bay, in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 68, not exceeding 55 miles.

645. For a line of railway from a point at or near Sharbot Lake or Bathurst Station, in the Province of Ontario, or between those points via Lanark Village to Carleton Place, in lieu of the subsidy granted by chapter 7 of 1901, section 2, item 17, not exceeding 41 miles.

646. For a line of railway from Cape Tourmente towards Murray Bay, in lieu of the subsidy granted by chapter 5 of 1892, not exceeding 20 miles.

647. To the Atlantic, Quebec and Western Railway Company, for a line of railway from Gaspé to a point at or near Causapscal on the Intercolonial Railway and from that point to Edmundston, not exceeding 260 miles; and for a line of railway from Paspebiac to Gaspé as near the shore as practicable, not exceeding 102 miles; in lieu of the subsidies granted by chapter 57 of 1903, section 2, item 51.

648. To the Nipigon Railway Company, for the following lines of railway:—

(a) From a point at or near Nipigon Station on the line of the Canadian Pacific Railway to Nipigon Lake, not exceeding 30 miles.

(b) From a point on Nipigon Bay of Lake Superior to a point on the west of Lake Helen on the line of the Nipigon Railway, not exceeding 3½ miles.

(c) From a point on the line of the Nipigon Railway at or near the crossing of the Fraser River, to a point on Lake Jesse, by way of Cameron's Falls, not exceeding 1½ miles.

(d) From a point on the North shore of Lake Nipigon northerly, not exceeding 45 miles;

The said subsidies to the said lines being granted in lieu of the subsidies granted by chapter 34 of 1904, section 2, item 3, not exceeding in the whole 80 miles.

649. For a line of railway from Quebec towards Seven Islands, including branches to Murray Bay and Baie St. Paul, in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 48, not exceeding 200 miles.

650. For a line of railway from Roberval westward towards James Bay, in lieu of the subsidies granted by chapter 57, of 1903, section 2, items 11 and 52, not exceeding 100 miles.

651. To the Quebec Central Railway Company for an extension of its line of railway from St. Francis to St. George not exceeding 9 miles; and for a line of railway from Scott Junction to the Quebec Bridge, not exceeding 23 miles; in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 46.

652. To the Western Alberta Railway Company for a line of railway from a point on the United States Boundary, west of range 21, northwesterly towards Anthracite, in the Province of Alberta, in lieu of the subsidy granted by chapter 34 of 1904, section 2, item 11, not exceeding 50 miles.

653. To the Shediac and Coast Railway Company for a line of railway from Shediac to Shemogue and towards Cape Tormentine in Westmoreland County, in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 17, not exceeding 38 miles.

654. For a line of railway from St. Constant in the County of Laprairie and Napierville, through St. Edouard, St. Cyprien and Lacolle to a point at or near the International boundary line on the Delaware and Hudson Railway (Grand Trunk) lieu of the 19 and 12 mile subsidies granted by chapter 7 of 1899, section 2, item 10 and chapter 4 of 1894 respectively, not exceeding 28 miles.

655. To the Lake Superior, Long Lake and Albany Railway Company for a line of railway from Peninsula Harbour in a northerly direction, in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 76, not exceeding 10 miles.

656. For a line of railway from Owen Sound in the Province of Ontario to Meaford, in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 34, not exceeding 30 miles.

657. To the Kingston, Smith's Falls and Ottawa Railway Company for a line of railway from Kingston to Ottawa, being a revote of the subsidy granted by chapter 4 of 1897, not exceeding 101 miles.

658. To the Lotbinière and Megantic Railway Company, for a line of railway from a point on its line between Lyster and Lime Ridge, to a point at or near the Bridge over the St. Lawrence at or near Quebec, in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 45, not exceeding 30 miles.

659. For a line of railway from a point on the Quebec and Lake St. John Railway, near the River Jeannotte to La Tuque, on the St. Maurice River, in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 57, not exceeding 35 miles.

660. To the Halifax and South Western Railway Company, for a line of railway from a point at or near Halifax, to a point at or near Barrington Passage, (except that part east of Bridgewater which formerly formed part of the line of the Central Railway), in lieu of the 68, 77 and 35 miles of subsidies granted by chapter 57 of 1903, section 2, item 23 (*a*) and (*b*), and item 75, respectively, not exceeding 185 miles.

661. To the Bay of Quinté Railway Company, for a line of railway from a point at or near the Village of Tweed, thence northwesterly to a point at or near the Village of Bannockburn, in the County of Hastings, being a revote in part of the subsidy granted by chapter 7 of 1899, section 2, item 45, and in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 37, not exceeding in all 20 miles.

662. For a line of railway from a point at or near Baptiste, easterly to a point at or near Renfrew, in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 32, not exceeding 75 miles.

663. For a line of railway from the Station of Lac Bouchette, or from a point one mile east of the said station, on the Quebec and Lake St. John Railway, to St. André, in lieu of subsidy granted by chapter 57 of 1903, section 2, item 47, not exceeding 13 miles.

664. For a line of railway from Debert Station, on the Intercolonial Railway, to Debert Coal Mine, in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 20, not exceeding 4½ miles.

665. For a line of railway from a point at or near Toulon, to a point on the Icelandic River, in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 27, not exceeding 35 miles.

666. To the Ontario, Northern and Temagami Railway Company (formerly the Temagami Railway Company), for a line of railway from a point at or near Sturgeon Falls, in a northwesterly direction, to a point on the westerly shore of Lake Temagami, in the District of Nipissing, in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 36, not exceeding 50 miles.

667. To the Quebec and Lake St. John Railway Company, for a line of railway from Roberval to the Government wharf at Lake St. John, in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 40, not exceeding one mile.

668. For a line of railway from Truro northerly towards Brule, in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 64, not exceeding 34 miles.

669. To the Kootenay Central Railway Company, for a line of railway from Golden towards the International Boundary line, via Windermere and Fort Steele, and crossing the Crow's Nest Railway at or near Elko, in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 66, not exceeding 186 miles.

670. To the Brockville, Westport and Sault Ste. Marie Railway Company, the balance remaining unpaid of the subsidy granted by chapter 3 of 1889, not exceeding $3,200 per mile, and also the balance remaining unpaid of the subsidy granted by chapter 2 of 1890, which was regranted by chapter 5 of 1892; the whole not exceeding $86,800, being a revote of the subsidy granted by chapter 4 of 1894, and that the said subsidy or so much thereof as has heretofore been agreed upon by the terms of an agreement filed in the Department of Railways and Canals between said Brockville, Westport and Sault St. Marie Railway Company and the creditors of said Railway Company, to be paid over to the said creditors or the legal representatives of said creditors as mentioned in said agreement.

671. For a line of railway from Jonquieres to La Baie des Ha Ha, in lieu of subsidy granted by chapter 57 of 1903, section 2, item 7, not exceeding 20 miles.

672. For a line of railway from St. Rose via the east side of Lake Ainslie to or towards Orangedale on the Intercolonial Railway, not exceeding 34 miles; and for a line of railway from a point on the Intercolonial Railway at or near Mines Road Station to the wharf at Caribou Cove not exceeding four miles; in lieu of the subsidy granted by chapter 57 of 1903, section 2, items 18 and 62.

673. For a line of railway from a point at or near Wolfville on the Dominion Atlantic Railway to the Government Pier at the Basin of Minas, not exceeding one mile, in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 25.

674. To the Great Northern Railway of Canada for a line of railway in extension of its railway from a point at or near Arundel to a point in the municipality of the United Townships of Preston and Hartwell, not exceeding 30 miles; and for a line of railway connecting its Montford and Gatineau line with the main line at St. Jerome, not exceeding 22 miles; in lieu of the subsidies granted to the Montford and Gatineau Colonization Railway Company by items 6 and 41 of section 2 of chapter 57 of 1903.

675. To the Great Northern Railway of Canada, for a line of railway from, at or near Garneau Junction to or towards the Quebec Bridge, not exceeding 70 miles, in lieu of the subsidy granted by item 74 of section 2, of chapter 57 of 1903.

676. For a line of railway from a point at or near Ste. Agathe des Monts Station towards the Township of Howard, in the County of Argenteuil, passing near Lakes St. Joseph and Ste. Marie, in a southerly direction, not exceeding 15 miles; and for a line of railway between a point in the parish of St. Andrews, in the County of Argenteuil, and a point in the parish of St. Laurent, in the County of Jacques Cartier, passing through the parishes of St. Placide, St. Eustache and St. Martin, not exceeding 38 miles; in lieu of the subsidies granted by chapter 34 of 1904, items 8 and 9 of section 2, not exceeding in the whole 53 miles.

677. To the Kettle River Valley Railway Company for a line of railway from Grand Forks to a point 50 miles up the North Fork of Kettle River, in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 67, not exceeding 50 miles.

678. To the Ottawa Northern and Western Railway for a line of railway from Aylmer to a point of junction with the Interprovincial Bridge approach in the City of Hull (except that portion thereof beginning at a point of junction with the line of the Hull Electric Railway in the City of Hull and terminating at a point on the main line of the Canadian Pacific Railway at the east end of its Hull Station yard) not exceeding nine miles, in lieu of the subsidy granted by item 12 of section 2 of chapter 7, of 1899, and by the first portion of item 13 of section 2 of chapter 57 of 1903.

679. To the Toronto, Lindsay and Pembroke Railway Company, for a line of railway from Golden Lake to Bancroft, in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 3, not exceeding 51 miles.

680. To the Interprovincial and James Bay Railway Company, for a line of railway from the Lake Temiskaming at the present terminus of the Canadian Pacific Railway in a northerly direction, in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 42, not exceeding 50 miles.

681. For a line of railway from Waltham Station to Ferguson Point, in the County of Pontiac, in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 43, not exceeding 20 miles.

682. To the Matane and Gaspé Railway Company, for a line of railway from a point at or near St. Octave, on the Intercolonial Railway, to Matane, in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 54, not exceeding 30 miles.

683. For a line of railway from the Village of Haliburton, via the Village of Whitney, towards the Town of Mattawa, Ontario, in lieu of the subsidies granted by chapter 7 of 1899, section 2, item 25; and chapter 8 of 1900, section 2, item 9, not exceeding 60 miles.

684. For a line of railway from Dawson to Stewart River, passing at or near Grand Forks, in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 71, not exceeding 84 miles.

2. That unless the context otherwise requires, the expression "cost" means the actual, necessary and reasonable cost, and shall include the amount expended upon any bridge up to and not exceeding $25,000, forming part of the line of railway subsidized not otherwise receiving any bonus, but shall not include the cost of equipping the railway, nor the cost of terminals, nor the cost of right of way of the railway in any city or incorporated town; and such actual, necessary and reasonable cost shall be determined by the Governor in Council, upon the recommendation of the Minister of Railways and Canals, and upon the report of the Chief Engineer of the Department of Railways and Canals, certifying that he has made or caused to be made an inspection of the line of railway for which payment of subsidy is asked, and careful inquiry into the cost thereof, and that in his opinion the amount upon which the subsidy is claimed is reasonable, and does not exceed the true, actual and proper cost of the construction of such railway.

3. That the subsidies to be authorized towards the construction of any railway shall be payable out of the Consolidated Revenue Fund of Canada, and may, unless otherwise expressly provided herein, at the option of the Governor in Council, on the report of the Minister of Railways and Canals, be paid as follows:—

(*a*) upon the completion of the work subsidized; or

(*b*) by instalments, on the completion of each ten-mile section of the railway, in the proportion which the cost of such completed section bears to that of the whole work undertaken; or

(*c*) upon the progress estimates on the certificate of the Chief Engineer of the Department of Railways and Canals, that, in his opinion, having regard to the whole work undertaken and the aid granted, the progress made justifies the payment of a sum not less than thirty thousand dollars; or

(*d*) with respect to (*b*) and (*c*), part one way, part the other.

4. That the subsidies to be authorized to be granted to companies named shall, if granted by the Governor in Council, be granted to such companies respectively; the other subsidies may be granted to such companies as established to the satisfaction of the Governor in Council their ability to construct and complete the said railways respectively; all the lines for the construction of which subsidies are granted, unless they are already commenced, shall be commenced within two years from the first day of August, 1906, and completed within a reasonable time, not to exceed four years from the said first day of August, to be fixed by the Governor in Council, and shall also be constructed according to descriptions, conditions and specifications approved by the Governor in Council on the report of the Minister of Railways and Canals, and specified in each case in a contract between the company and the said Minister, which contract the Minister, with the approval of the Governor in Council, is hereby empowered to make. The location also of such subsidized lines shall be subject to the approval of the Governor in Council.

5. That the granting of such subsidies, and the receipt thereof by the respective companies, shall be subject to the condition that the Board of Railway Commissioners for Canada may at all times provide and secure to other companies such running powers, traffic arrangements and other rights, as will afford to all railways connecting with the railways so subsidized, reasonable and proper facilities in exercising such running powers, fair and reasonable traffic arrangements with connecting companies, and equal mileage rates between all such connecting railways; and the said Board shall have absolute control, at all times, over the rates and tolls to be levied and taken by any of the companies, or upon any of the railways so subsidized: Provided always that any

decision of the said Board made under this section may be at any time varied, changed, or rescinded by the Governor in Council as he deems just and proper.

6. That every company so receiving a subsidy, its successors and assigns, and any person or company controlling or operating the railway or portion of railway so subsidized, shall each year furnish to the Government of Canada, transportation for men, supplies, materials and mails, over the portion of the lines in respect of which it has received such subsidy, and whenever required, shall furnish mail cars properly equipped for such mail service; and such transportation and service shall be performed at such rates as are agreed upon between the Minister of the Department of the Government for which such service is being performed, and the company performing it, and, in case of disagreement, then at such rates as are approved by the Board of Railway Commissioners for Canada; and in or towards payment for such charges the Government of Canada shall be credited by the company with a sum equal to three per cent per annum on the amount of the subsidy so received by the company.

7. That as respects all railways for which subsidies are granted, the company at any time owning or operating any of the railways shall, when required, produce and exhibit to the Minister of Railways and Canals, or any person appointed by him, all books, accounts and vouchers, showing the cost of constructing the railway or bridge, the cost of operating it, and the earnings thereof.

8. That the Governor in Council may make it a condition of the grant of the subsidies herein provided, that the company shall lay its road with new steel rails, made in Canada, if they are procurable in Canada of suitable quality, upon terms as favourable as other rails can be obtained, of which the Minister of Railways and Canals shall be the judge.

9. That whenever a contract has been duly entered into with a company for the construction of any line of railway so subsidized, the Minister of Railways and Canals, at the request of the company, and upon the report of the Chief Engineer of the Department of Railways and Canals, and his certificate that he has made careful examination of the surveys, plans and profile of the whole line so contracted for, and has duly considered the physical characteristics of the country to be traversed and the means of transport available for construction, naming the reasonable and probable cost of construction, may, with the authorization of the Governor in Council, enter into a supplementary agreement, fixing definitely the maximum amount of the subsidy to be paid, based upon the said certificate of the Chief Engineer, and providing that the company shall be entitled to be paid, as the minimum, the ordinary subsidy of $3,200 per mile, together with sixty per cent of the difference between the amount so fixed and the said $3,200 per mile, if any; and the balance, forty per cent, shall be paid only on completion of the whole work subsidized, and in so far as the actual cost, as finally determined by the Governor in Council upon the recommendation of the Minister of Railways and Canals and upon the report and certificate of the said Chief Engineer, entitles the company thereto; Provided always:—

(*a*) that the estimated cost, as certified, is not less on the average than $18,000 per mile for the whole mileage subsidized;

(*b*) that no payment shall be made except upon a certificate of the Chief Engineer that the work done is up to the standard specified in the company's contract;

(*c*) that in no case shall the subsidy exceed the sum of $6,400 per mile.

By Act, 6-7 Edward, Cap 40, 1907, assented to 27 April, 1907.

1. The Governor in Council may grant a subsidy of $3,200 per mile towards the construction of each of the undermentioned lines of railway (not exceeding in any case the number of miles hereinafter respectively stated) which shall not cost more on the average than $15,000 per mile for the mileage subsidized, and towards the construction of each of the said lines of railway, not exceeding the mileage hereinafter stated, which shall cost more on the average than $15,000 per mile for the mileage subsidized, a further subsidy beyond the sum of $3,200 per mile of fifty per cent on so much of the average cost of the mileage subsidized as is in excess of $15,000 per mile, such subsidy not exceeding in the whole the sum of $6,400 per mile :—

685. To the Central Ontario Railway for an extension of its railway from a point at or near Bancroft to a point on the Canada Atlantic Railway at or near Whitney, in lieu of the subsidy granted by Chapter 57 of 1903, Section 2, Item 4, not exceeding 40 miles.

686. For a line of railway from Woodstock to the International Boundary in lieu of the subsidy granted by Chapter 57 of 1903, Section 2, Item 15, not exceeding 26 miles.

687. For a line of railway from a point on the Canadian Pacific Railway at or near Welsford or Westfield, or between the said two points, to Gagetown, in lieu of the subsidy granted by Chapter 57 of 1903, Section 2, Item 16, not exceeding 30 miles.

688. For a line of railway from Liverpool to Milton, Nova Scotia, in lieu of part of the subsidy granted by Chapter 57 of 1903, Section 2, Item 23(*d*), not exceeding 7 miles.

689. For a line of railway from Milton to Caledonia, Nova Scotia, in lieu of part of the subsidy granted by Chapter 57 of 1903, Section 2, Item 23(*d*), not exceeding 22 miles.

690. For a line of railway from Cheticamp to a point on the line already built between Broad Cove and Point Tupper, in lieu of the subsidy granted by Chapter 57 of 1903, Section 2, Item 24, not exceeding 37 miles.

691. For a line of railway from a point on the Dominion Atlantic Railway to the Government pier or wharf at Canning, in lieu of the subsidy granted by Chapter 57 of 1903, Section 2, Item 25, not exceeding 1 mile.

692. To the Nicola, Kamloops and Similkameen Coal and Railway Company for a line of railway from a point at or near Spence's Bridge, on the Canadian Pacific Railway, to Nicola Lake, in lieu of the subsidy granted by Chapter 57 of 1903, Section 2, Item 26, not exceeding 47 miles.

693. To the Edmonton, Yukon and Pacific Railway Company, for a line of railway from the Town of Strathcona to Edmonton and thence westerly towards the Yellowhead Pass, in lieu of the subsidy granted by Chapter 57 of 1903, Section 2, Item 28, not exceeding 50 miles.

694. For a line of railway from Fredericton to Woodstock, in lieu of the subsidy granted by Chapter 57 of 1903, Section 2, Item 29, not exceeding 59 miles.

695. For a line of railway from Hawkesbury, Ontario, to South Indian, in lieu of the subsidy granted by Chapter 57 of 1903, Section 2, Item 30, not exceeding 35 miles.

696. To the Tilsonburg, Lake Erie and Pacific Railway Company, for a line of railway from Woodstock northerly to a point on the Grand Trunk Railway at Berlin, or from Ingersoll to Stratford, or to any point on the Grand Trunk Railway between these places, in lieu of the subsidy granted by Chapter 57 of 1903, Section 2, Item 31, not exceeding 35 miles.

697. To the Canadian Northern Ontario Railway Company for a line of railway from Toronto, via the east side of Lake Simcoe, to a point at, near or beyond Sudbury through Parry Sound, in lieu of the subsidy granted to the James Bay Railway Company by Chapter 57 of 1903, Section 2, Item 39, not exceeding 265 miles.

698. For a branch line from a point at or near the intersection of the Canadian Pacific Railway and the Canadian Northern Quebec Railway (formerly the Great Northern Railway) between St. Philippe d'Argenteuil and Lachute, thence in a northerly direction passing through the Village of Brownsburg, in lieu of the subsidy granted by Chapter 57 of 1903, Section 2, Item 49, not exceeding 4·2 miles.

699. To the Orford Mountain Railway Company for the following lines of railway, namely :—from Bolton Line to Mansonville 7·54 miles; from Mansonville to the International Boundary 3·12 miles; from Windsor Mills to Brompton Falls 8 miles: from Melbourne Road Crossing to Melbourne Village 3·50 miles; and from a point on its main line of railway to the south of end of Bonella Lake 5 miles; in lieu of the subsidies granted by Chapter 57 of 1903. Section 2, Item 50, but not exceeding in the whole 27 miles.

700. To the Canadian Northern Quebec Railway Company, for a line of railway from a point on its main line at or near L'Epiphanie, passing by way of the Parish of St. Jacques de l'Achigan, to the Village of Rawdon, in lieu of the subsidy granted to the Chateauguay and Northern Railway Company by Chapter 57 of 1903, Section 2, Item 55, not exceeding 16 miles.

701. To the York and Carleton Railway Company, for a line of railway from its present terminus westerly, in lieu of the subsidy granted by Chapter 57 of 1903, Section 2, Item 61, not exceeding 5 miles.

702. To the Midway and Vernon Railway Company, for a line of railway from Midway to Vernon, in lieu of the subsidy granted by Chapter 57 of 1903, Section 2, Item 69, not exceeding 150 miles.

703. For a line of railway from a point at or near the north end of Lake Megantic, thence along the said lake to a point on the International Boundary at or near Rivière Morte, in lieu of the subsidy granted by Chapter 57 of 1903, Section 2, Item 78, not exceeding 19 miles.

704. For a line of railway from Wellington to or towards Union Bay by way of Alberni in lieu of the subsidy granted by Chapter 43 of 1906, Section 1, Item 6, not exceeding 55 miles.

705. For a line of railway from Ste. Rose (or from Chimney Corner Coal Mines to a point at or near Chimney Corner Cove) thence via the east side of Lake Ainslie to or towards a point on the Intercolonial Railway at or near Orangedale, not exceeding 34 miles; and for a line of railway from a point on the Intercolonial Railway between Orangedale and Point Tupper to Caribou Cove, or Inhabitants Bay or River, not exceeding 4 miles; in lieu of the subsidies granted by Chapter 43 of 1906, Section 1, Item 34.

706. To the Klondike Mines Railway Company for the following lines of railway, namely :—

(*a*) for a line of railway from Dawson to a point at or near Sulphur Spring, not exceeding 31 miles ;

(*b*) for a line of railway from a point at or near Sulphur Spring to a point at or near the Divide between Dominion and Flat Creeks, not exceeding 45 miles ;

(*c*) for a line of railway from a point at or near the said Divide to or towards the Stewart River, not exceeding 8 miles ;

The whole in lieu of the subsidy granted by Chapter 43 of 1906, Section 1, Item 46.

707. For a line of railway from St. Peter's to Louisbourg, in lieu of the subsidy granted by Chapter 57 of 1903, Section 2, Item 65, not exceeding 50 miles.

708. For a line of railway from Grandique Ferry, to Arichat, Nova Scotia, being a revote of the subsidy granted by Chapter 7 of 1901, Section 2, Item 15, not exceeding 8 miles.

709. For a line of railway from Connors, at the terminus of the Témiscouata Railway, to a point on the boundary line between New Brunswick and Quebec, at the foot of Bean Lake, being a revote of part of the subsidy granted by Chapter 7 of 1901, Section 2, Item 2, not exceeding 18 miles.

710. **2**. Resolved, That the Governor in Council may grant, towards the construction and completion of a railway bridge and approaches over the Nicolet River at Nicolet, in lieu of the subsidy granted by Chapter 57 of 1903, Section 3, Item 1, a subsidy of $15,000.

3. Resolved, That in these Resolutions, unless the context otherwise requires, the expression "cost" means the actual, necessary and reasonable cost, and shall include the amount expended upon any bridge, up to and not exceeding $25,000, forming part of the line of railway subsidized not otherwise receiving any bonus, but shall not include the cost of equipping the railway nor the cost of terminals nor the cost of right of way of the railway in any city or incorporated town ; and such actual, necessary and reasonable cost shall be determined by the Governor in Council, upon the recommendation of the Minister of Railways and Canals, and upon the report of the Chief Engineer of the Department of Railways and Canals, certifying that he has made or caused to be made an inspection of the line of railway for which payment of subsidy is asked, and careful inquiry into the cost thereof, and that in his opinion the amount upon which the subsidy is claimed is reasonable, and does not exceed the true, actual and proper cost of the construction of such railway.

4. Resolved, That the subsidies hereby authorized towards the construction of any railway or bridge shall be payable out of the Consolidated Revenue Fund of Canada, and may, unless otherwise expressly provided in these Resolutions, at the option of the Governor in Council, on the report of the Minister of Railways and Canals, be paid as follows :—

(*a*) Upon the completion of the work subsidized ; or

(*b*) By instalments, on the completion of each ten-mile section of the railway, in the proportion which the cost of such completed sections bears to that of the whole work undertaken ; or

(*c*) Upon the progress estimates on the certificate of the Chief Engineer of the Department of Railways and Canals that, in his opinion, having regard to the whole work undertaken and the aid granted, the progress made justifies the payment of a sum not less than thirty thousand dollars ; or

(*d*) With respect to (*b*) and (*c*), part one way, part the other.

5. Resolved, That the subsidies hereinbefore authorized to be granted to companies named shall, if granted by the Governor in Council be granted to such companies respectively ; the other subsidies may be granted to such companies as establish to the satisfaction of the Governor in Council their ability to construct and complete the said railways and bridge respectively ; all the lines and the bridge for the construction of which subsidies are granted, unless they are already commenced, shall be commenced within two years from the first day of August, 1907, and completed within a reasonable time, not to exceed four years from the said first day of August, to be fixed by the Governor in Council, and shall also be constructed according to descriptions, conditions and specifications approved by the Governor in Council on the report of the Minister of Railways and Canals, and specified in each case in a contract between the Company and the said Minister, which contract the Minister, with the approval of the Governor in Council, is hereby empowered to make. The location also of such subsidized lines and bridge shall be subject to the approval of the Governor in Council.

6. Resolved, That the granting of such subsidies and the receipt thereof by the respective companies, shall be subject to the condition that the Board of Railway Commissioners of Canada may at all times provide and secure to other companies such running powers, traffic arrangements and other rights as will afford to all railways connecting with the railways and bridge so subsidized reasonable and proper facilities in exercising such running powers, fair and reasonable traffic arrangements with connecting companies, and equal mileage rates between all such connecting railways ; and the said Board shall have absolute control, at all times, over the rates and tolls to be levied and taken by any of the companies, or upon any of the railways and bridge hereby subsidized : Provided always that any decision of the said Board made hereunder may be at any time varied, changed, or rescinded by the Governor in Council, as he deems just and proper.

7. Resolved, That every company receiving a subsidy hereunder, its successors and assigns, and any person or company controlling or operating the railway or portion of railway hereby subsidized, shall each year furnish to the Government of Canada transportation for men, supplies, materials and mails over the portion of the lines in respect of which it has received such subsidy, and, whenever required, shall furnish mail cars properly equipped for such mail service ; and such transportation and service shall be performed at such rates as are agreed upon between the Minister of the department of the Government for which such service is being performed, and the company performing it, and, in case of disagreement, then at such rates as are approved by the Board of Railway Commissioners for Canada ; and in or towards payment for such charges the Government of Canada shall be credited by the company with a sum equal to three per cent per annum on the amount of the subsidy received by the company hereunder.

8. Resolved, That as respects all railways and the bridge for which subsidies are granted hereby, the company at any time owning or operating any of the railways shall, when required, produce and exhibit to the Minister of Railways and Canals, or any person appointed by him, all books, accounts and vouchers showing the cost of constructing the railway or bridge, the cost of operating it, and the earnings thereof.

9. Resolved, That the Governor in Council may make it a condition of the grant of the subsidy herein provided that the company shall lay the railway with new steel rails and fastenings made in Canada and shall purchase all materials and supplies required for the construction of the railway and bridge and the rolling stock for the first equipment of the railway from Canadian producers, if such rails, fastenings, materials, supplies and equipment are procurable in Canada of suitable quality and upon terms as favourable as elsewhere, of which the Minister of Railways and Canals shall be the judge.

10. Resolved, That whenever a contract has been duly entered into with a company for the construction of any line of railway hereby subsidized, the Minister of Railways and Canals, at the request of the company, and upon the report of the Chief Engineer of the Department of Railways and Canals, and his certificate that he has made careful examination of the surveys, plans and profile of the whole line so contracted for, and has duly considered the physical characteristics of the country to be traversed and the means of transport available for construction, naming the reasonable and probable cost of such construction, may, with the authorization of the Governor in Council, enter into a supplementary agreement, fixing definitely the maximum amount of the subsidy to be paid, based upon the certificate of the Chief Engineer, and providing that the company shall be entitled to be paid, as the minimum, the ordinary subsidy of $3,200 per mile, together with sixty per cent of the difference between the amount so fixed and the said $3,200 per mile, if any; and the balance, forty per cent, shall be paid only on completion of the whole work subsidized, and in so far as the actual cost, as finally determined by the Governor in Council upon the recommendation of the Minister of Railways and Canals, and upon the report and certificate of the said Chief Engineer, entitles the company thereto: Provided always—

(*a*) that the estimated cost, as certified, is not less on the average than $18,000 per mile for the whole mileage subsidized;

(*b*) that no payment shall be made except upon a certificate of the Chief Engineer that the work done is up to the standard specified in the company's contract;

(*c*) that in no case shall the subsidy exceed the sum of $6,400 per mile.

By Act 7-8 Edward VII., cap. 63, 1908 *(assented to 20th July, 1908)*:—

1. The Governor in Council may grant a subsidy of $3,200 per mile towards the construction of each of the undermentioned lines of railway (not exceeding in any case the number of miles hereinafter respectively stated) which shall not cost more on the average than $15,000 per mile for the mileage subsidized, and towards the construction of each of the said lines of railway, not exceeding the mileage hereinafter stated, which shall cost more on the average than $15,000 per mile for the mileage subsidized, a further subsidy beyond the sum of $3,200 per mile of fifty per cent on so much of the average cost of the mileage subsidized as is in excess of $15,000 per mile, such subsidy not exceeding in the whole the sum of $6,400 per mile:—

Revotes.

711. To the Kettle River Valley Railway Company, for a line of railway from a point at or near Grand Forks to a point fifty miles up the North Fork, and East or West Fork of the North Fork, of Kettle River, in lieu of the subsidy granted by chapter 43 of 1906, section 1, item 39; not exceeding 50 miles.

712. For a line of railway from Owen Sound, in the Province of Ontario, to Meaford, in lieu of the subsidy granted by chapter 43 of 1906, section 1, item 18; not exceeding 30 miles.

713. For a line of railway from Sharbot Lake or Bathurst Station, in the Province of Ontario, or between these points, via Lanark Village, to Carleton Place, in lieu of the subsidy granted by chapter 43 of 1906, section 1, item 7; not exceeding 41 miles.

714. To the Nipigon Railway Company, for the following lines of railway:—

(a) from a point at or near Nipigon Station on the line of the Canadian Pacific Railway to Nipigon Lake; not exceeding 30 miles;

(b) from a point on Nipigon Bay of Lake Superior to a point on the west of Lake Helen on the line of the Nipigon Railway; not exceeding 3½ miles;

(c) from a point on the line of the Nipigon Railway at or near the crossing of the Fraser River to a point on Lake Jesse, by way of Cameron's Falls; not exceeding 1½ miles;

(d) from a point on the north shore of Lake Nipigon northerly; not exceeding 45 miles;

The said subsidies to the said lines being granted in lieu of the subsidies granted by chapter 43 of 1906, section 1, item 10; not exceeding in all 80 miles.

715. To the Manitoulin and North Shore Railway Company (or to the Canada Central Railway Company with the consent of the Manitoulin and North Shore Railway Company, and subject to the approval of the Governor in Council), for the following lines of railway:—

(a) from a point on the said line of railway, between Little Current and Sudbury, westerly towards the Algoma Central and Hudson Bay Railway; not exceeding 100 miles;

(b) from Little Current thence crossing the Canadian Pacific Railway, at or near Stanley, and thence to Sudbury, not exceeding 64 miles.

(c) from a point at or near Sudbury, northerly, not exceeding 30 miles; the said subsidies being granted in lieu of the subsidies granted by chapter 43 of 1906, section 1, item 1; not exceeding in all 194 miles.

716. To the Ontario, Northern and Timagami Railway Company for a line of railway from a point at or near Sturgeon Falls, in a northwesterly direction, to a point on the westerly shore of Lake Timagami, in the District of Nipissing, in lieu of the subsidy granted by chapter 43 of 1906, section 1, item 28; not exceeding 50 miles.

717. For a line of railway from a point at or near Baptiste, easterly to a point at or near Renfrew, in lieu of the subsidy granted by chapter 43 of 1906, section 1, item 24; not exceeding 75 miles.

718. To the Bracebridge and Trading Lake Railway Company, for a railway in Bracebridge, in Muskoka, to a point at or near Baysville, Ontario, in lieu of the subsidy granted by chapter 34 of 1904, section 2, item 1, for 15 miles; not exceeding 16 miles.

719. To the Quebec and Lake St. John Railway Company, for a line of railway from Roberval westward towards James Bay, in lieu of the subsidy granted by chapter 43 of 1906, section 1, item 12; not exceeding 100 miles.

720. To the Matane and Gaspe Railway Company, for a line of railway from a point at or near Ste. Flavie, on the Intercolonial Railway, to Matane, in lieu of the subsidy granted by chapter 43 of 1906, section 1, item 44, for 30 miles; not exceeding 38 miles.

721. To the Canadian Northern Quebec Railway Company, for a line of railway from a point at or near Arundel to a point in the municipality of the united townships of Preston and Hartwell, not exceeding 30 miles; and for a line of railway connecting its Montfort and Gatineau line with the main line at St. Jerome, not exceeding 15.2 miles; in lieu of the subsidies granted to the Great Northern Railway of Canada by chapter 43 of 1906, section 1, item 36 not exceeding in all 45.2 miles.

722. To the Canadian Northern Quebec Railway Company, for a line of railway from, or from near, Garneau Junction to Quebec, with a branch to or towards the Quebec Bridge, in lieu of the subsidy granted to the Great Northern Railway of Canada by chapter 43 of 1906, section 1, item 37, for 70 miles; not exceeding 83 miles.

723 To the Atlantic, Quebec and Western Railway Company, for a line of railway from a point at or near Causapscal, on the Intercolonial Railway, to Edmundston, in lieu of the subsidy granted by chapter 43 of 1906, section 1, item 9, for a line between the points above mentioned; not exceeding 160 miles.

724. For a line of railway from Yamaska to a point in the County of Lotbinière, in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 12, not exceeding 70 miles; and for a line of railway from Mount Johnson to St. Gregoire Station, in lieu of the subsidy granted to the United Counties Railway Company by chapter 7 of 1899, section 2, item 16, for one mile, not exceeding $1\frac{1}{2}$ mile; and not exceeding in all $71\frac{1}{2}$ miles.

725. To the International Railway Company of New Brunswick, for a line of railway from the western end of the twenty miles of its railway, as already constructed from Campbellton, to a point on the St. John River between Grand Falls and Edmundston, in lieu of the subsidies granted by chapter 57 of 1903, section 2, items 14 and 59 respectively; not exceeding 90 miles.

726. For a line of railway from Brazil Lake, on the Dominion Atlantic Railway, to Kemptville, Nova Scotia, in lieu of the subsidy granted by chapter 8 of 1900, section 2, item 30; not exceeding 11 miles.

727. To the Inverness Railway and Coal Company, for a line of railway from Chéticamp to a point on the line already built between Broad Cove and Point Tupper, in lieu of the subsidy granted by chapter 57, of 1903, section 2, item 24, for 37 miles; not exceeding 37 miles.

728. To the Margaree Coal and Railway Company, for a line of railway from a point at or near Orangedale, on the Intercolonial Railway, thence via the east side of Lake Ainslie and Ste. Rosa, to Chimney Corner Cove, not exceeding 46 miles; and from a point on the Intercolonial Railway between Orangedale and Point Tupper to Caribou Cove on Inhabitant's Bay or River, not exceeding 4 miles; in lieu of the subsidy granted by chapter 40 of 1907, section 1, item 21, for 38 miles; not exceeding in all 50 miles.

729. To the Lotbinière and Megantic Railway Company, for a line of railway to extend its railway southerly from a point at or near Lyster, in Megantic County, to or towards a point at or near Lime Ridge, in the township of Dudswell, not exceeding 50 miles; and for a line of railway from a point on its line in the township of Inverness, to a point at or near the bridge over the St. Lawrence at or near Quebec, not exceeding 30 miles; in lieu of the subsidies granted by chapter 43 of 1906, section 1, items 3 and 20, respectively; not exceeding in all 80 miles.

730. To the Cape Breton Railway Company, Limited, for a line of railway from Port Hawkesbury or Point Tupper, on the Strait of Canso, Nova Scotia, to St. Peter's, in lieu of the subsidy granted by chapter 7, of 1899, section 2, item 6, for 30 miles; not exceeding 31 miles.

731. For a line of railway from a point on the Intercolonial Railway at or near Dartmouth, in the County of Halifax, to a point at or near Deans Settlement, in the County of Halifax, in lieu in part of the subsidy granted by chapter 43, of 1906, section 1, item 5; not exceeding 80 miles.

732. For a line of railway from a point at or near Deans Settlement, in the County of Halifax, to a point at or near Melrose, in the County of Guysborough, in lieu in part of the subsidy granted by chapter 43, of 1906, section 1, item 5; not exceeding 52 miles.

733. For a line of railway from a point at or near New Glasgow, in the County of Pictou, to a point at or near Melrose, in the County of Guysborough, and from the said point at or near Melrose to Guysborough, in the County of Guysborough, with branch line to Country Harbour in the County of Guysborough, in lieu in part of the subsidy granted by chapter 43, of 1906, section 1, item 5; not exceeding in all 116 miles.

734. To the Ha Ha Bay Railway Company, for a line of railway from a point at or near Jonquières Village to Baie des Ha Ha, via Laterrières Village, in lieu of the subsidy granted by chapter 43, of 1906, section 1, item 33, for 20 miles; not exceeding 24 miles.

735. To the Quebec and New Brunswick Railway Company, for a line of railway from Chaudiere Junction to a point at or near the International Boundary, in lieu of the subsidy granted by chapter 7 of 1901, section 2, item 2, for 45 miles; not exceeding 62 miles.

736. For a line of railway from a point at or near Ste. Agathe des Monts Station towards the township of Howard, in the County of Argenteuil, passing near Lake St. Joseph and St. Mary in a southerly direction, in lieu of the subsidy granted by chapter 43 of 1906, section 1, item 38; not exceeding 45 miles.

737. For a line of railway from Tusket Wedge to a point on the Halifax South western Railway at or near Riverdale Station; not exceeding 8 miles.

738. To the Halifax and Southwestern Railway Company, for a line of railway from Lunenburg to Bridgewater, via upper Lahave; not exceeding 12 miles.

739. To the Erie, London and Tillsonburg Railway Company, for a line of railway from Port Burwell to London; not exceeding 35 miles.

740. For a line of railway from a point at or near Centreville to Aylesford, or Kingston or Middleton, on the line of the Dominion Atlantic Railway; not exceeding 35 miles.

741. For a line of railway from a point on the Canadian Pacific Railway at or near Plaster Rock to Riley Brook; not exceeding 28 miles.

742. To the North Shore Railway Company, Limited (formerly the Beersville Coal and Railway Company), for a line of railway extending its present line from Beersville to Brown's Landing, not exceeding 7 miles; and for a branch line of railway from its main line to Mount Carlyle, not exceeding 2½ miles; not exceeding in all 9½ miles.

743. To the York and Carleton Railway Company, for a line of railway from its present terminus to a point on the National Transcontinental Railway; not exceeding 9 miles.

744. To the Vancouver and Lulu Island Railway Company, for a line of railway from Eburn, on its main line, to New Westminster; not exceeding 9.65 miles.

745. To the Esquimalt and Nanaimo Railway Company, for a line of railway from a point near French Creek to the village of Sandwich, not exceeding 41 miles; and for a line of railway from the village of Sandwich to Campbell River, not exceeding 38 miles; not exceeding in all 79 miles.

746. For a line of railway from MacLeod, via Cardston, towards a point on the International Boundary west of range 21; not exceeding 45 miles.

747. To the Southern Central Pacific Railway Company for a line of railway from a point at or near Cowley, in Alberta, to a point on Highwood River; not exceeding 50 miles.

748. For a line of railway from a point at or near the town of Red Deer to a point on the North Saskatchewan River at or near Rocky Mountain House; not exceeding 70 miles.

749. To the Canadian Pacific Railway Company, for a line of railway from Winnipeg Beach northerly to Gimli, not exceeding 9½ miles; and for a line from Gimli to Riverton, not exceeding 25 miles; not exceeding in all 34½ miles.

750. To the Canadian Pacific Railway Company, for a line of railway from Moose Jaw, in a north-westerly direction; not exceeding 123 miles.

751. To the Eastern Townships Railway Company, for a line of railway from the Intercolonial Railway at St. Leonard's Junction to Dudswell; not exceeding 36 miles.

752. To the Quebec, Montreal and Southern Railway Company, for a line of railway from Noyan Junction to the international boundary, not exceeding 8 miles; and for a line of railway from St. Lambert to St. Constant, not exceeding 15 miles; not exceeding in all 23 miles.

753. To the Quebec and Lake St. John Railway Company, for the following lines of railway:—

(a) from Valcartier Station to St. Catherine; not exceeding 3.8 miles;
(b) from Valcartier Station towards Gosford; not exceeding 5½ miles;
(c) from the end of the 35th mile of the branch to La Tuque, on the River St. Maurice, to La Tuque Falls; not exceeding 5 miles;
(d) from La Tuque Falls to the mouth of the River Croche, not exceeding 5 miles;
(e) from a point on La Tuque branch to the steamboat landing near La Tuque; not exceeding 1.6 miles;
not exceeding in all 20.9 miles.

754. To the Quebec and Lake St. John Railway Company, for a line of railway from Herbertville to St. Joseph d'Alma; not exceeding 10 miles.

755. To the St. Maurice Valley Railway Company, for a line of railway from Three Rivers to Grand Mere; not exceeding 28 miles.

756. For a line of railway from a point on the main line of the Great Northern Railway at or near St. Jerome to Charlemagne (Bout de l'Ile); not exceeding 22 miles.

757. To the North Eastern Railway Company, for a line of railway from a point east of Lake Temiskaming, at or near Villemarie, easterly; not exceeding 25 miles.

758. To the Canadian Northern Quebec Railway Company, for a line of railway from Montreal to Hawkesbury; not exceeding 65 miles.

759. For a line of railway from Montreal to a point on the National Transcontinental Railway; not exceeding 200 miles.

760. To the Quebec Central Railway Company, for an extension of its line of railway from St. George to or towards St. Justine; not exceeding 30 miles.

761. To the Maritime Coal Railway and Power Company, for a line of railway from Chignecto to a point on the Northumberland Straits, not exceeding 25 miles; and from Joggins Mines to a point on the Bay of Fundy, not exceeding 1 mile; not exceeding in all 26 miles.

762. For a line of railway from St. Peters, in the County of Richmond, by the south shore of Bras d'Or Lake, to Sydney; not exceeding 60 miles.

763. To the Nipissing Central Railway Company, for a line of railway from a point on the Temiskaming and Northern Ontario Railway, at or near the town of New Liskeard, to a point in the township of Guigues, in the province of Quebec; not exceeding 13 miles.

764. To the Vancouver Island and Eastern Railway Company, for a line of railway from a point on the Esquimalt and Nanaimo Railway, near Campbell River, towards Fort George, on the line of the Grand Trunk Pacific Railway; not exceeding 100 miles.

765. To the Vancouver, Westminster and Yukon Railway Company, for a line of railway from Vancouver towards Fort George, on the line of the Grand Trunk Pacific Railway; not exceeding 100 miles.

766. For a line of railway around Death Rapid, British Columbia; not exceeding 4 miles.

767. To the Pacific Northern and Omineca Railway Company, for a line of railway from Kittimat to the Telkwa River; not exceeding 110 miles.

768. For a line of railway from Nicola to a point at or near Penticton; not exceeding 100 miles.

769. For a line of railway from Carmi to Penticton; not exceeding 50 miles.

770. To the St. Mary and Western Ontario Railway Company, for a line of railway from Woodstock to Exeter; not exceeding 45 miles.

771. To the Algoma Central and Hudson Bay Railway Company, for a line of railway from a point on the Canadian Pacific Railway northward towards the National Transcontinental Railway; not exceeding 50 miles.

772. To the Grand Trunk Pacific Railway Company, for branch lines of railway from the line of the National Transcontinental Railway to Port Arthur and Fort William; not exceeding 220 miles.

773. To the Lac Seul, Rat Portage and Keewatin Railway Company, for a line of railway from a point at or near Kenora to the line of the National Transcontinental Railway; not exceeding 18 miles.

774. To the Burk's Falls and French River Railway Company, for a line of railway from Burk's Falls to French River; not exceeding 85 miles.

775. To the Thessalon and Northern Railway Company, for a line of railway from Thessalon, northerly; not exceeding 4 miles.

776. To the Canadian Northern Ontario Railway Company, for a line of railway from Sudbury Junction to Hutton Mines; not exceeding 30 miles.

777. To the Esquimalt and Nanaimo Railway Company, for a line of railway from Cowichan Bay to Cowichan Lake; not exceeding 24 miles.

778. To the Canadian Northern Quebec Railway Company, for a line of railway from Hawkesbury to Ottawa: not exceeding 60 miles.

779. For the following lines of railway:—

(*a*) from Westfield to St. John, not exceeding 14 miles;

(*b*) from Gagetown to Fredericton, not exceeding 40 miles;

(*c*) from a point between Centreville and Woodstock to a point at or near Grand Falls, not exceeding 55 miles.

780. To the Little Nation River Railway Company, for a line of railway from Papineauville on the Canadian Pacific Railway towards Lake Nominingue; not exceeding 30 miles.

781. To the l'Avenir and Melbourne Railway Company, for a line of railway from Melbourne to Drummondville; not exceeding 28 miles.

782. To the Quebec and Lake St. John Railway Company, for a line of railway from Chicoutimi south or southeast; not exceeding 5 miles.

2. The Governor in Council may grant the subsidies hereinafter mentioned towards the construction and completion of the bridges also hereinafter mentioned, that is to say:—

783. Towards the construction and completion of a railway bridge and approaches over the Nicolet River at Nicolet, in lieu of the subsidy granted by chapter 40 of 1907, section 2, $15,000.

784. To the Canadian Pacific Railway Company (lessees of the Calgary and Edmonton Railway Company), towards the construction and completion of a bridge over the Saskatchewan River connecting Strathcona and Edmonton, 15 per cent upon the amount expended thereon; not exceeding $100,000.

785. To the Quebec, Montreal and Southern Railway Company, towards the construction and completion of the following railway bridges:—

(*a*) bridge across the Gentilly River, $15,000;

(*b*) bridge across the Becancour River, $30,000;

(*c*) bridge across the Richelieu River, $30,000.

786. To the Atlantic, Quebec and Western Railway Company, towards the construction and completion of the 26 railway bridges on its line of railway from Paspebiac to Gaspe, payable upon the completion of the said line of railway between the said points, $250,000.

787. To the Interprovincial Railway Bridge Company of New Brunswick, towards the construction and completion of a railway bridge over the Restigouche River from Campbellton to Mission Point, not exceeding $160,000.

788. To the Vancouver, Westminster and Yukon Railway Company, towards the construction and completion of a railway across Burrard Inlet.

3. In this Act, unless the context otherwise requires, the expression "cost" means the actual, necessary and reasonable cost, and shall include the amount expended upon any bridge, up to and not exceeding $25,000, forming part of the line of railway subsidized not otherwise receiving any bonus, but shall not include the cost of equipping the railway nor the cost of terminals nor the cost of right of way of the railway in any city or incorporated town; and such actual, necessary and reasonable cost shall be determined by the Governor in Council, upon the recommandation of the Minister of Railways and Canals, and upon the report of the Chief Engineer of the Department of Railways and Canals, certifying that he has made or caused to be made an inspection of the line of railway for which payment of subsidy is asked, and careful inquiry into the cost thereof, and that in his opinion the amount upon which the subsidy is claimed is reasonable, and does not exceed the true, actual and proper cost of the construction of such railway.

4. The subsidies hereby authorized towards the construction of any railway or bridge shall be payable out of the Consolidated Revenue Fund of Canada, and may, unless otherwise expressly provided in this Act, at the option of the Governor in Council, on the report of the Minister of Railways and Canals, be paid as follows:—

(*a*) Upon the completion of the work subsidized; or

(*b*) By instalments, on the completion of each ten-mile section of the railway, in the proportion which the cost of such completed section bears to that of the whole work, undertaken; or

(*c*) Upon the progress estimates on the certificate of the Chief Engineer of the Department of Railways and Canals that in his opinion, having regard to the whole work undertaken and the aid granted, the progress made justifies the payment of a sum not less than thirty thousand dollars; or

(*a*) With respect to (*b*) and (*c*), part one way, part the other.

. The subsidies hereinbefore authorized to be granted to companies named shall if granted by the Governor in Council, be granted to such companies respectively; the other subsidies may be granted to such companies as establish to the satisfaction of the Governor in Council their ability to construct and complete the said railway and bridges respectively; all the lines and the bridge for the construction of which subsidies are granted, unless they are already commenced, shall be commenced within two years from the first day of August, 1908, and completed within a reasonable time, not to exceed four years from the said first day of August, to be fixed by the Governor in Council, and shall also be constructed according to descriptions, conditions and specifications approved by the Governor in Council on the report of the Minister of Railways and Canals, and specified in each case in a contract between the Company and the said Minister, which contract the Minister, with the approval of the Governor in Council, is hereby empowered to make. The location also of such subsidized lines and bridges shall be subject to the approval of the Governor in Council.

6. The granting of such subsidies and the receipt thereof by the respective companies shall be subject to the condition that the Board of Railway Commissioners for Canada may at all times provide and secure to other companies such running powers, traffic arrangements and other rights as will afford to all railways connecting with the railway and bridges so subsidized reasonable and proper facilities in exercising such running power, fair and reasonable traffic arrangements with connecting companies, and

equal mileage rates between all such connecting railways; and the said Board shall have absolute control, at all times, over the rates and tolls to be levied and taken by any of the companies, or upon any of the railways and bridges hereby subsidized; Provided always that any decision of the said Board made under this section may be at any time varied, changed or rescinded by the Governor in Council, as he deems just and proper.

7. Every company receiving a snbsidy under this Act, its successors and assigns, and any person or company controlling or operating the railway or portion of railway subsidized under this Act, shall each year furnish to the Government of Canada transportation for men, supplies, materials and mails over the portion of the lines in respect of which it has received such subsidy, and, whenever required, shall furnish mail cars properly equipped for such mail service; and such transportation and service shall be performed at such rates as are agreed upon between the Minister of the department of the Government for which such service is being performed, and the company performing it, and, in case of disagreement, then at such rates as are approved by the Board of Railway Commissioners for Canada; and in or towards payment for such charges the Government of Canada shall be credited by the company with a sum equal to three per cent per annum on the amount of the subsidy received by the company under this Act.

8. As respects all railways and bridges for which subsidies are granted by this Act, the company at any time owning or operating any of the railways or bridges shall, when required, produce and exhibit to the Minister of Railways and Canals, or any person appointed by him, all books, accounts and vouchers showing the cost of constructing the railway or bridge, the cost of operating it, and the earnings thereof.

9. The Governor in Council may make it a condition of the grant of the subsidies herein provided that the company shall lay the railway with new steel rails and fastenings made in Canada and shall purchase all materials and supplies required for the construction of the railway and bridges, and the rolling stock for the first equipment of the railway, from Canadian producers, if such rails, fastenings, materials, supplies and equipment are procurable in Canada of suitable quality and upon terms as favourable as elsewhere, of which the Minister of Railways and Canals shall be the judge.

10. Whenever a contract has been duly entered into with a company for the construction of any line of railway hereby subsidized, the Minister of Railways and Canals, at the request of the Company, and upon the report of the Chief Engineer of the Department of Railways and Canals, and his certificate that he has made careful examination of the surveys, plans and profile of the whole line so contracted for, and has duly considered the physical characteristics of the country to be traversed and the means of transport available for construction, naming the reasonable and probable cost of such construction, may, with the authorization of the Governor in Council, enter into a supplementary agreement, fixing definitely the maximum amount of the subsidy to be paid, based upon the said certificate of the Chief Engineer, and providing that the company shall be entitled to be paid, as the minimum, the ordinary subsidy of $3,200 per mile, together with sixty per cent of the difference between the amount so fixed and the said $3,200 per mile, if any; and the balance, forty per cent, shall be paid only on completion of the whole work subsidized, and in so far as the actual cost, as finally determined by the Governor in Council upon the recommendation of the Minister of Railways and Canals, and upon the report and certificate of the said Chief Engineer, entitles the company thereto: Provided always—

(*a*) that the estimated cost, as certified, is not less on the average than $18,000 per mile for the whole mileage subsidized;

(*b*) that no payment shall be made except upon a certificate of the Chief Engineer that the work done is up to the standard specified in the company's contract;

(*c*) that in no cases shall the subsidy exceed the sum of $6,400 per mile.

PART IV.

MISCELLANEOUS STATEMENTS

No.

SUBSIDY AGREEMENTS for the Construction of Railways

No. of Contract.	Date of Signature.	Name of Railway	Line of Railway to be Constructed.	Authority for Execution.	
				Act of Parliament.	Order in Council.
17010	Feb. 20, 1908	Atlantic, Quebec and Western Ry. Co.	From Paspebiac to Gaspé as near the shore as practicable, in lieu of subsidies granted by c. 57 of 1903, sec. 2, item 51.	Can., 1906, c. 43	Nov. 22, 1906..
16559	Apl. 8, 1907	Canadian Northern Quebec Ry. Co.	From or from near Garneau Jct. to or towards Quebec Bridge.	.....	Feb. 19, 1907..
16561	Apl. 10, 1907	"	Line of railway connecting its Montfort and Gatineau branch with main line at St. Jerome.	Can., 1906, c. 43	Feb. 19, 1907..
16611	May 20, 1907	Colchester Coal & Ry. Co., Ltd.	From Debert station on the I. C. Ry. to Debert Coal Mine to northern terminus of the Londonderry Iron and Mining Co. Ry. near East Mines.	Can., 1906, c. 43	Mch. 30, 1907..
16633	June 10, 1907	Central Ontario Ry. Co	From point at or near Bancroft to point on C. A. Ry. at or near Whitney, in lieu of subsidy granted by c. 57 of 1903.	Can., 1907, c. 40	May 15, 1907..
16718	Aug. 22, 1907	Canadian Pacific Ry. Co.	From point between St. Philippe d'Argenteuil and Lachute, thence in a northerly direction passing through village of Brownsburg, in lieu of subsidy granted by c. 57 of 1903.	Can., 1907, c. 40	May 15, 1907..
16776	Sept. 28, 1907	"	From point at or near Teulon to point on Icelandic river, in lieu of subsidy granted by c. 57 of 1903.	Can., 1906, c. 43	Aug. 31, 1907..
16969	Dec. 27, 1907	La Compagnie du Chemin de fer de Colonzation du Nord.	From Lake Nominingue to Le Lievre.	Can., 1906, c. 43	Nov. 26, 1907..
16965	Dec. 18, 1907	Edmonton, Yukon & Pacific Ry. Co.	From Strathcona to Edmonton....	Can., 1907, c. 40	Nov. 4, 1907..
16556	Apl. 4, 1907	Kootenay Central Ry. Co.	From Golden towards the international boundary line, via Windermere and Fort Steele and crossing the Crow's Nest Ry. at or near Elko, in lieu of subsidy granted by c. 57 of 1903.	Can., 1906. c. 43	Nov. 13, 1906..
16598	May 10, 1907	Klondyke Mines Ry. Co.	From Dawson to a point at or near Sulphur Spring.	6 & 7 E. VII., c. 40.	May 6, 1907..
16599	May 10, 1907	"	From a point at or near Sulphur Spring to point at or near divide between Dominion and Flat Creeks.	"	"
16600	May 10, 1907	Klondyke Mines Ry. Co.	From a point at or near the said divide to or towards the Stewart river.	"	"
16634	June 6, 1907	Kettle River Valley Ry. Co.	From Grand Forks to point 50 miles up the north fork and west fork of the north fork of Kettle river, in lieu of subsidy granted by c. 57 of 1903, s. 2, item 67.	Can., 1906, c. 43	Apl. 16, 1907..
16630	" 14, 1907	Margaree Coal and Ry. Co.	Line of railway from St. Rose or from Chimney Corner Coal Mines to a point at or near Chimney Corner Cove, thence via the east side of Lake Ainslie to or towards a point on the I.C.Ry. at or near Orangedale, 34 miles; and for a line of railway from a point on the I.C.Ry. between Orangedale and Point Tupper to Caribou Cove or Inhabitants bay or river, in lieu of subsidies granted by c. 43 of 1906.	Can., 1907, c. 40	May 14, 1907..

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entered into during the Fiscal Year ended March 31, 1908.

Amount of Subsidy.		Number of Miles Subsidized.	Maximum Grade. Feet per Mile.	Radius of Curvature not less than	Width of Clearing each side.	Width of Cutting.	Embankment.	Steel Rails, lbs. per lineal yard.	Date for Completion.
Per Mile.	Not exceeding								
$	$		Feet.	Feet.	Feet.	Feet.	Feet.	Lbs.	
3,200	6,400	102	79	955	50	20	15	56	Dec. 1, 1908.
3,200	6,400	70	52·80	955	50	20	15	56	Jan. 1, 1909.
3,200	6,400	22	52·80	859·9	50	20	15	56	" 1, 1909.
3,200	6,400	4½	.80	478	50	20	15	56	Aug. 1, 1908
3,200	6,400	40	80	819	50	20	15	56	Dec. 1, 1909.
3,200	6,400	4·2	116	478	50	20 16	14	56	Aug. 1, 1907.
3,200	6,400	35	21	1,910	50	20	14	56	Dec. 31, 1908.
3,200	6,400	35	52·80	573	50	20 18	14	56	" 1, 1909
3,200	6,400	50	52·80	955	50	20	15	56	Dec. 31, 1909.
3,200	6,400	186	52·80	573	50	20 18	14	56	" 1, 1908
3,200	6,400	31	184·80	230	30	14	10½	45	Aug. 1, 1907.
3,200	6,400	45	184·80	230	30	14	10½	45	Dec. 1, 1909.
3,200	6,400	8	184·80	230	30	14	10½	45	" 1, 1909.
3,200	6,400	50	80	478	50	18	14	56	" 1, 1908.
32,00	6,400	38	80	1,146	50	20	15	56	" 31, 1909

SUBSIDY AGREEMENTS for the Construction of Railways

No. of Contract.	Date of Signature.	Name of Railway.	Line of Railway to be Constructed.	Authority for Execution.	
				Act of Parliament.	Order in Council.
16662	July 5, 1907	Midland Ry. Co., Ltd.	Bridge over Shubenacadie river, N.S.	Can., 1899, c. 7	May 14, 1907..
16648	June 24, 1907	Nicola, Kamloops & Similkameen Coal & Railway Co.	From a point at or near Spence's bridge on C.P.R. to Nicola lake.	Can., 1907, c. 40	" 15, 1907..
16626	" 13, 1907	Ottawa, Northern & Western Ry. Co.	For a line of railway to the boundary line of City of Hull, from a point on Ottawa & Gatineau Railway, now Ottawa, Northern & Western.	Can., 1903, c. 57	April 6, 1907..
16627	" 12, 1907	Ottawa, Northern & Western Ry. Co.	From Aylmer to Hull, in lieu of subsidies granted in 1899 and 1903.	Can., 1906, c. 43	Mar. 27, 1907..
16993	Feb. 1, 1908	Orford Mountain Ry. Co.	From Bolton line to Mansonville.	Can., 1907, c. 4	Jan. 2, 1908..
16978	Jan. 10, 1908	Quebec & Lake St. John Ry. Co.	From a point on Quebec & Lake St. John Ry. Co. near River Jeanotte, to LaTuque, on St. Maurice river, in lieu of subsidy granted by c. 57 of 1903, s. 2, item 57.	Can., 1906, c. 43	" 2, 1908..
16631	June 10, 1907	Tilsonburg, Lake Erie & Pacific Ry. Co.	From Woodstock northerly to a point on G.T.Ry. at Berlin, or from Ingersoll to Stratford, in lieu of the subsidy granted by c. 57 of 1903.	Can., 1907, c. 40	May 15, 1907..

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, September 15, 1908.

entered into during the Fiscal Year ended March 31, 1908—*Concluded.*

Amount of Subsidy.		Number of Miles Subsidized.	Maximum Grade. Feet per Mile.	Radius of Curvature not less than	Width of Clearing each side.	Width of Cutting.	Embankment.	Steel Rails, lbs. per lineal yard.	Date for Completion.
Per Mile.	Not exceeding								
$	$		Feet.	Feet.	Lbs.	Feet.	Feet.	Feet.	
33,750 00	.....	.....	.....	.....	.....	.....	.....	.....	.....
3,200	6,400	47	58·08	478	50	18	14	56	Aug. 1, 1907.
3,200	6,400	½	69	955	50	20	15	56	" 1, 1907.
3,200	6,400	9	58	1,433	50	20	15	56	July 1, 1907.
3,200	6,400	7·84	84	955	50	20	15	56	Dec. 31, 1909.
3,200	6,400	35	66	716	50	20	15	56	Aug. 1, 1908.
3,200	6,400	35	52·80	955	33	20	15	56	Dec. 1, 1909.

H. F. ALWARD,
Law Clerk.

No. 2.

CONTRACTS entered into during the Twelve Months forming the Fiscal Year ended March 31, 1908.

INTERCOLONIAL RAILWAY.

No. of Contract.	Date of Signature.	Contractors.	General Description.
	1907.		
16586	Apl. 27	Rhodes, Curry & Co.	Deliver 3 motor cars.
16588	" 30	The A. C. Thompson Co., Ltd.	Install hot water heating system in station at Point Tupper.
16597	" 27	Canadian Locomotive Co., Ltd.	Deliver 10 freight engines.
16607	" 6	Rhodes, Curry & Co., Ltd.	Deliver 130 dump cars.
16609	May 10	J. Matheson & Co., Ltd.	Deliver structural steel for umbrella roof at Halifax, N.S.
16651	June 26	Rhodes, Curry & Co., Ltd.	Deliver two 60-foot baggage and express cars.
16652	July 2	"	Deliver 100 platform cars.
16660	" 5	W. P. McNeil & Co.	Deliver a 75-foot through turn-table for Ste. Rosalie, Que.
16661	" 5	Rhodes, Curry & Co., Ltd.	Deliver 70 "Hart Convertible Cars."
16684	" 23	Cloutier & Gaudreau.	Construct station building at Milnekek, P.Q.
16691	June 27	R. D. Wood & Co.	Deliver Water Gas Producer Plant at Moncton, N.B.
16696	Aug. 1	Robb Engineering Co	Deliver 3-100 H.P. boilers for old Electric station at Moncton, N.B.
16707	" 7	E. A. Wallberg.	Erect cinder pit at Halifax. N.S.
16714	" 19	E. Dube and N. Dumont.	Addition to present engine house and for a stores and office building at Chaudière Jct., P.Q:
16717	" 21	The Canada Car Co., Ltd.	Deliver 34 stock cars.
16720	" 22	Wm Sutherland.	Extension to water works at Antigonish, N.S.
16721	" 22	Emile Dube.	Erect cinder pits and coaling pockets at Ste. Flavie, Rivière du Loup and Chaudière Jct. and coaling pockets at Halifax and Truro.
16723	" 23	Crossen Car M'f'g Co. of Cobourg, Ltd.	Deliver 400 box cars of 60,000 lbs. capacity.
16725	" 23	J. B. McManus.	Widening of the roadbed for double track and sidings between Moncton and Painsec Jct., N.B.
16727	" 26	J. A. Dunn & Co.	Wiring engine house at Truro, N.S.
16735	Sept. 9	T. D. LeBlanc and D. R. LeBlanc.	Stone passenger station at Amherst, N.S.
16738	" 9	Thomas P. Charleson.	Extension to railway wharf at Dalhousie, N.B.
16739	" 9	John C. McLean and James R. McPherson	Extension to waterworks at Charlo, N.B.
16746	" 9	Weber Steel Concrete Chimney Co.	Erect chimney at Halifax, N.S.
16747	" 9	Dominion Bridge Co.	Steel girders for Rivière du Loup, Ste. Flavie and Halifax.
16748	" 13	Emil A. Wallberg.	Erect store building and oil house near site of new engine house at Halifax.
16749	" 9	Builders Wood Working Co., Ltd.	Erect dwelling for agent at Millerton, N.B.
16750	" 16	Wm. J. Landry.	Erect cribwork wharf extension on shore side of dock at Mulgrave, N.S.
16758	" 23	Emil A. Wallberg	Supply and install heating plant, etc., for engine house at Halifax, N.S.
16759	" 23	"	Extension to waterworks at Durham Bridge, N.B.
16761	" 23	"	Extension to waterworks at Doaktown, N.B.
16778	" 28	Rhodes, Curry & Co., Ltd.	Deliver 4 conductor's vans.
16784	" 18	L. P. Morin & Fils.	Erection of engine house, office and stores building and 50,000 gallon water tank at Ste. Rosalie, P.Q.
16785	" 30	Robert S. Low.	Extension to waterworks at Springhill Jct., N.S.
16813	Oct. 4	Farquhar Bros.	Installation of an auxilliary fire alarm system in yards, station and sheds of the I. C. Ry. at Richmond, N.S.
16814	" 4	"	Wiring station house at Sackville, N.B.
16816	" 4	J. W. McManus Co., Ltd.	Extension to waterworks at Pirate Harbour, N.S.
16829	" 18	Crossen Car Mfg. Co. of Cobourg, Ltd.	Deliver four (4) conductor's vans.
16930	" 18	Ed. Bate and Jno. Flood.	Erect flour shed and loading platform at St. John, N.B
16831	" 18	Jno. C. McLean.	Erect combined passenger and freight shelter at Green Point, N.B.
16832	" 18	Frank W. Wilson.	Erection of stores and office building at Truro, N.S.
16833	Sept. 25	Rhodes, Curry & Co., Ltd.	Deliver 400 box cars, 260 platform cars and 25 refrigerator cars.
16836	Oct. 22	E. A. Wallberg.	Erect power house, etc., at Moncton, N.B.
16841	" 24	T. A. Barnhill.	Erect extension to freight shed at Mulgrave, N.S.

SESSIONAL PAPER No. 20

CONTRACTS entered into during the Twelve Months, &c.—*Continued.*

INTERCOLONIAL RAILWAY—*Continued.*

No. of Contract.	Date of Signature.	Contractors.	General Description.
	1907.		
16852	Sept. 20.	Dominion Bridge Co.	Deliver steel bridges on main line Pictou Branch and Windsor Branch.
16862	Nov. 8.	C. E. Fish	Extension to waterworks at Newcastle, N.B.
16865	" 13.	The Rathbun Co.	Deliver 50 standard 80,000 lbs. platform cars.
16899	Aug. 19.	The Grand Trunk Ry. Co. of Canada	In connection with the erection of a freight shed at Ashton Jct. and the joint use of it by the Company and His Majesty.
16902	Nov. 21.	Canadian Westinghouse Co., Ltd.	For the purchase of air brake and train signal material.
16934	" 28.	Geo. P. Nicholls & Bros.	Deliver one (1) electric transfer table for new yard of I. C. Ry. at Moncton, N.B.
16943	Dec. 3.	Cloutier & Gaudreau	Remodelling of station at St. Alexandre, Que.
16944	" 3.	Canadian Rand Co., Ltd.	Deliver a 2-stage air compressor for new Moncton shops.
16951	" 16.	W. G. Mawhinney	Erect extension to station at Dalhousie, N.B.
16952	Nov. 28.	Canadian Westinghouse Co., Ltd.	Deliver 2, 300–K.W. generators, complete, at Moncton, for new shops.
16955	Dec. 23.	Cloutier & Gaudreau	Painting on District No. 4.
16956	" 23.	Luc. Vaillancourt	Painting on Districts Nos. 1, 2 and 3.
16957	" 23.	Hamilton Bridge Works Co., Ltd.	Deliver 2 steel bridges for approaches to new yards at Truro, N.S.
16958	" 23.	Robert H. Canavan	Removing of old station at Windsor and fitting it up for baggage and store room.
16962	" 24.	Cloutier & Gaudreau	Erect addition to station at St. Ignace, Que.
16967	" 27.	Dorchester Electric Light and Power Co., Ltd.	Electric wiring of station and dwelling apartments at Dorchester, N.B.
16968	Dec 27. 1908.	D. G. Kirk Woodworking & Contracting Co.	Erect combined station and dwelling at Black River Road, N.S.
16977	Jan. 8.	Stephen Veniot	Painting on Districts 13 and 14.
16981	" 9.	W. S. Kinnear & Son	Painting on Districts 5, 6, 8, 9 and 15.
16982	" 9.	Emile Dube	Erect train service building at Chaudière Jct., P.Q.
16986	" 17.	William Brennan	Painting on Districts Nos. 11 and 12.
16992	Feb. 1.	Leon Letellier	Installation of hot water heating and plumbing system in Rimouski station, P.Q.
16994	" 1.	Emile Dube	Erect car cleaners' building at Rivière du Loup, Que., and coaling pockets at St. John, Newcastle, Chatham and Campbellton, N.B.
16999	" 13.	Jas. Goulett and Jno. H. Goulett	Erect passenger station, moving and converting of present station into a dwelling for station master and moving of existing freight house at Cedar Hall, Que.
17000	" 13.	Willard Kitchen Co., Ltd.	Bridge masonry, diversion of Leper Brook, etc., at Truro, N.S., 80,000 gallon water tank at Halifax, N.S.
17007	" 18.	S. W. Campbell	Erect car cleaners' building at Pictou, N.S.
17008	" 14.	Emil. A. Wallberg	Sand houses at Stellarton, St. John, Campbellton and Chaudière Jct., car cleaners' building at Moncton, N.B., and 80,000 gallon water tank and pipe line at Charlottetown, P.E.I.
17014	" 20.	Crossen Car Mfg. Co. of Cobourg, Ltd.	Deliver 50 (60,000 lbs.) box cars.
17035	Mch. 5.	Rhodes, Curry & Co., Ltd.	Enlargement of brick engine house at Newcastle, N.B.
17038	" 9.	Cloutier & Gaudreau	Erect station, freight sheds and platforms at Ste. Monique, Que.
17039	" 9.	Rhodes, Curry & Co., Ltd.	Deliver 10 refrigerator and 100 box cars.
17056	" 21.	Canada Car Co., Ltd.	Deliver 50, 60,000 lbs. box cars.
17061	" 25.	W. J. Landry	Construct block of cribwork at Mulgrave, N.S.
17062	" 25.	Zenon Ouellet	Erect brick oil house, car inspectors' building, switchman's shanty and car cleaners' building at Ste. Flavie, Que.
17063	" 24.	Dube & Dumont	Erect machine shop and boiler house and a brick chimney at Rivière du Loup, Que.
17065	Feb. 21.	Rathbun Co.	Deliver 50, 60,000 lbs. box cars.
17068	Mch. 17.	W. A. & J. M. Skidd.	Electric wiring of passenger station, etc., at Bathurst, N.B.

PRINCE EDWARD ISLAND RAILWAY.

	1907.		
16685	July 23.	Emil. A. Wallberg	Construct extension to wharf at Souris, P.E.I.
16686	" 23.	Reid & Archibald	Construct extension to railway wharf at Charlottetown, P.E.I.
16737	Sept. 9.	F. S. McDonald	Erection of agent's dwelling at Bear River, P.E.I.
16754	" 13.	D. R. Morrison & P. G. Clark	Erect freight shed at Summerside, P.E.I.

CONTRACTS entered into during the Twelve Months, &c.—*Continued.*

PRINCE EDWARD ISLAND RAILWAY—*Continued.*

No. of Contract.	Date of Signature.	Contractors.	General Description.
	1907.		
16760	" 23..	Emile A. Wallberg.....	Erect brick freight shed at Charlottetown, P.E.I.
16864	Nov. 13..	Whiting Foundry Equipment Co....	Supply and erect 60-ton electric travelling crane in shop at Charlottetown, P.E.I.
	1908.		
17008	Feb. 14..	Emile A. Wallberg.....	Contract for 80,000 gallon water tank and pipe line at Charlottetown, P.E.I., etc., etc.

CORNWALL CANAL.

	1907.		
16632	June 10..	Belleville Portland Cement Co., Ltd..	Deliver 1,000 barrels, Portland Cement.

FARRAN'S POINT CANAL.

	1907.		
16632	June 10..	Belleville Portland Cement Co., Ltd..	Deliver 1,000 barrels Portland Cement.

GALOPS CANAL.

	1907.		
16632	June 10..	Belleville Portland Cement Co., Ltd .	Deliver 1,000 barrels Portland Cement.
16692	July 25..	M. A. Cleveland.....	Straightening, etc., of channel west of upper entrance of canal.

LACHINE CANAL.

	1907.		
16601	May 6..	Quinlan & Robertson.....	Concrete wall at St. Gabriel Basin No. 2.
16646	June 24..	W. McNally & Co.....	Deliver 10,000 barrels of Portland Cement.
16715	Aug. 19..	F. Hyde & Co.....	Deliver 5,000 barrels of cement.
16736	Sept. 9..	Canadian Portland Cement Co., Ltd.	Deliver 5,000 barrels of cement.
	1908.		
16990	Feb. 1..	J. Bte. Devost.....	Cutting of checks in lock masonry to install Manny's Lock Gate Protection Beams.

RAPIDE PLATTE CANAL.

	1907.		
16632	June 10..	Belleville Portland Cement Co., Ltd.	Deliver 1,000 barrels Portland Cement.

RIDEAU CANAL.

	1907.		
16689	July 25..	A. Foster.....	Supply 1,600 barrels of cement.
16751	Sept. 13..	Ottawa Lumber Co.....	Deliver British Columbia or Douglas Fir dimension timber for 1907–1908.

SESSIONAL PAPER No. 20

CONTRACTS entered into during the Twelve Months, &c.—*Concluded.*

SAULT STE. MARIE CANAL.

No. of Contract.	Date of Signature.	Contractors.	General Description.
	1907.		
16558	Apl. 5..	Sims Lumber Co., Ltd.....	Deliver timber for 1907.
16575	" 23..	Soo Lumber Co.....	Deliver timber for 1907.
16596	" 30..	M. Ryan.....	Deliver timber for 1907.
16828	Oct. 18..	McPhail & Wright.....	Extension to south mooring pier upper entrance of canal.
16837	" 19..	"	Cast iron mooring posts.

SOULANGES CANAL.

	1907.		
16722	Aug. 22..	Phœnix Bridge & Iron Works Co., Ltd.....	Erect highway bridge over Clement's Gully at Cascades Point, Que.
16817	Oct. 8..	Quinlan & Robertson.....	Construct superstructure of highway bridge over Clement's Gully at Cascades Point, Que.
	1908.		
17079	Mar. 31..	Theo. Belanger.....	Construct timber shed and extension to workshops at Cascades Point, Que.

TRENT CANAL.

	1907.		
16659	July 2..	Ed. & D. Conroy.....	Construct concrete dam and highway bridge at Buckhorn, Ont.
16664	July 2..	County of Peterborough.....	Maintenance of repairs of roadway over dam at Buckhorn, Ont.
16779	Sept. 28..	Brown & Aylmer.....	Construct Section 5, Ontario-Rice Lake Division.
16788	Oct. 4..	Lakefield Portland Cement Co., Ltd.	Deliver 2,500 bbls. of cement.
16819	" 7..	" " "	" " "
16937	Dec. 3..	McCoy & Wilford, Ltd.....	Construct concrete dam at Bobcaygeon, Ont.
	1908.		
17011	Feb. 12..	John Riley.....	Construct Section No. 2, Holland River Division.
17016	" 24..	The Randolph McDonald Co., Ltd.	Construct Rosedale section.
17042	Mar. 10..	Larkin & Sangster.....	Construct Section 1, Ontario-Rice Lake Division.

WELLAND CANAL.

	1907.		
16606	May 10..	Ontario Power Co. of Niagara Falls.	Supply electrical energy to operate grain elevator at Port Colborne, Ont.
16645	June 12..	W. E. Phin.....	Dredging at the Port Colborne entrance of the Canal.
16675	July 20..	M. Beatty & Sons, Ltd.....	Supply and deliver 104 driven lock gate operating machines.
16688	" 23..	Packard Electric Co.....	Deliver 100, 5-H.P., electric induction motors for lock gate mechanism.
16719	Aug. 22..	W. E. Phin.....	Widening of canal above Welland.
1908.			
17075	Mar. 27..	J. H. Kratz & Co.....	Timber, lumber, &c., for 1908.
17076	" 27..	M. Brennan & Sons Mfg. Co.....	" " "

H. F. ALWARD,
Law Clerk.

DEPARTMENT OF RAILWAYS AND CANALS,
Ottawa, October 23, 1908.

No.

WATER POWER and other Public Property leased by the Department of Railways and

INTERCOLONIAL

No. of Lease.	Date of Signature.	Lessee.	Property Leased.
	1902.		
*16574	Mar. ..	Louis Comeau	Land at Shediac, N.B.
	1896.		
*16577	Aug. 31.	Wm. Dishman	Land at Truro, N.S.
	1907.		
16582	Apl. 10.	Town of Dalhousie	Privilege to lay and maintain water pipes at Dalhousie, N.B.
16583	" 17.	Alexander McLeod	Privilege to lay and maintain ¾-inch water pipe across lands of I.C.R. at Pictou, N.S.
16602	" 30.	R. A. McMillan	Land at Charlo Station, N.B.
16612	May 25.	Pictou Cottage Hospital Board	Privilege to lay and maintain 6-inch drain pipe across lands and under tracks of I.C. Ry. at Pictou, N.S.
16640	June 24.	J. D. Demmings	Land at Conn's Mills.
16663	July 5.	Nova Scotia Telephone Co.	Privilege to place and stretch telephone wires across lands and tracks of railway in counties of Colchester and Hants.
16683	" 23.	George Foster	Privilege to lay and maintain a 6-inch terra-cotta sewer pipe crossing railway property at St. John, N.B.
16698	Aug. 1.	R. J. Graham	Land at St. John, N.B. for cold storage purposes.
16699	July 30.	Nova Scotia Pure Milk Co., Ltd.	Land at Shubenacadie, N.S.
16820	Oct. 1.	The Margaree Coal & Ry. Co.	Privilege of running powers over portion of I.C. Ry. from Orangedale to point southwest of McIntyre's Lake, C.B., N.S.
16838	" 22.	Town of Rimouski	6 parcels of land at Rimouski.
16839	" 19.	Sutherland Rifle Sight Co.	Land at New Glasgow, N.B.
16843	" 30.	E. H. McGregor	Land at Stewiacke, N.S.
16844	" 30.	Nova Scotia Telephone Co., Ltd.	Privilege to erect and maintain a telephone line upon and along right-of-way of St. Lawrence Branch of I.C. Ry.
16848	Sept. 30.	New Brunswick Cold Storage Co., Ltd.	Sublease of land in St. John, N.B. under Lease No. 16698, August 1, 1907.
16850	Nov. 8.	D. H. Goodwin	Land at Stewiacke, N.S.
16860	" 8.	Norman C. McKay	Land at Eel River Station, N.B.
16861	" 8.	J. W. Laurie	Land at Oakfield Flag Station, N.S.
16871	" 7.	Town of Levis	Privilege to lay sewers, etc., across lands and under tracks of I.C. Ry. at Levis, P.Q.
16940	Dec. 3.	Timothy P. DeWolfe	Land at Bayfield Road, N.S.
16942	" 3.	Hugh K. McLean	Land at Woodburn, N.S.
16946	" 7.	Bell Telephone Co.	Privilege to lay cable at Levis, P.Q.
16953	" 16.	Ovide Brouillard	Land and land covered with water at Nicolet, P.Q.
16960	" 23.	A. D. Munro	Privilege to erect telephone on railway lands near Brown's Point Station, Pictou County, N.S.
16963	" 24.	G. W. Young	Privilege to lay, etc., a 6-inch sewer pipe across lands and under tracks of railway at Dartmouth, N.S.
	1908.		
16975	Jan. 8.	McLeod & McLean	Land at Denmark, N.S.
16976	" 8.	Jno. Abrams & Sons	Land at Moncton, N.B.
16983	" 9.	Henry J. B. Woods (as Postmaster General of Newfoundland.	Land at North Sydney, N.S.
16984	" 10.	Agnes Weir	Land at Moncton, N.B.
16989	" 31.	T. F. Sherrard	"
16991	Feb. 1.	H. McIntyre	Land at Mill Creek, N.B.
17004	" 18.	James Archibald	Privilege to lay, etc., a 1½ inch pipe across land and under tracks of I.C. Ry. at Flatlands Station, N.B.

3.

Canals during the Twelve months forming the Fiscal Year ended March 31, 1908.

RAILWAY.

Area.	Amount of Water Power.	Term.	Commencement of Term.	Terms of Payment.		
				Annual Rental.	Due each Year.	First Instalment Due.
				$ cts.		
1,925 sq. ft.		During pleasure...	March 1902	0 25	May 31	May 31, 1902
1,486 sq. ft.		"	July 1, 1896	1 00	June 30	June 30, 1896
		"	" 1, 1906	1 00	July 1	July 1, 1906
		"	" 1, 1906	1 00	" 1	" 1, 1906
427 sq. ft.		"	" 1, 1906	1 00	" 1	" 1, 1906
		"	" 1, 1906	1 00	" 1	" 1, 1906
600 sq. ft.		"	" 1, 1907	1 00	" 1	" 1, 1907
		"	Mar. 1, 1907	10 00	Mar. 1	Mar. 1, 1907
		"	June 1, 1907	5 00	June 1	June 1, 1907
		63 years.	July 1, 1907	250 00	July 1	July 1, 1907
608 sq. ft.		During pleasure...	" 1, 1907	20 00	" 1	" 1, 1907
23 miles		21 years renewable	Oct. 1, 1907	Sch. rates		
0·9337 ac. 1·414 ac. 0·314 ac. 0·67 ac. 1960 sq. ft. 546 sq. ft.		During pleasure...	Jan. 1, 1907	6 00	Jan. 1	Jan. 1, 1907
5,370 sq. ft.		" "	July 1, 1907	1 00	July 1	July 1, 1907
71 sq. ft.		"	Aug. 1, 1907	1 00	Aug. 1	Aug. 1, 1907
		"	" 1, 1907	5 00	Aug. 1	Aug. 1, 1907
25,210 sq. ft.		50 years.	Sept. 30, 1907	251 00	July 1	July 1, 1908
106 sq. ft.		During pleasure...	July 1, 1907	1 00	" 1	" 1, 1907
2,500 sq. ft.		"	" 1, 1907	1 00	" 1	" 1, 1907
3·33 acres		"	Apl. 1, 1907	5 00	Apl. 1	Apl. 1, 1907
		99 years.	Jan. 1, 1906	10 00	Jan. 1	Jan. 1, 1906
25 sq. ft.		During pleasure...	Oct. 1, 1907	0 25	Oct. 1	Oct. 1, 1907
340 sq. ft.		"	July 1, 1907	1 00	July 1	July 1, 1907
		"	Nov. 1, 1907	3 00	Nov. 1	Nov. 1, 1907
1·43 acres		21 years.	Oct. 1, 1907	1 00	Oct. 1	Oct. 1, 1907
		During pleasure...	July 1, 1907	1 00	July 1	July 1, 1907
		"	" 1, 1906	1 00	" 1	" 1, 1906
598½ sq. ft.		"	" 1, 1907	1 00	" 1	" 1, 1907
0·014 ac. 0·13 ac.		"	Nov. 1, 1907	20 00	Nov. 1	Nov. 1, 1907
325 sq. ft.		"	Jan. 1, 1908	1 00	Jan. 1	Jan. 1, 1908
190¾ sq. ft.		"	July 1, 1908	1 00	July 1	July 1, 1907
1607 sq. ft.		"	Dec. 1, 1907	12 00	Dec. 1	Dec. 1, 1907
0·487 ac.		"	Jan. 1, 1908	5 00	Jan. 1	Jan. 1, 1908
		"	Nov. 1, 1907	1 00	Nov. 1	Nov. 1, 1907

WATER POWER and other Public Property leased by the Department of Railways and

INTERCOLONIAL

No. of Lease.	Date of Signature.	Lessee.	Property Leased.
	1908.		
17005	Feb. 18..	Francois Gagnon	Land at Cacouna, Que
17041	Jan. 25..	Town of Sackville	Privilege to lay, etc., a 12-inch sewer pipe across lands and under tracks of I.C. Ry. at Sackville, N.B.
17057	Mar. 21..	Town of Levis	Privilege to lay, etc., a 4-inch water pipe across lands and under tracks of I.C. Ry. at Levis, Que.

BEAUHARNOIS

	1907.		
16954	Dec. 10..	McIntyre & Robert	Beauharnois Canal

CARILLON

	1908.		
17003	Feb. 13..	P. J. Chartrand & P. L. Turgeon (Liquidators of North River Power Co.	Lands on banks of North River, Concession 1, Township of Chatham, County of Argenteuil, Quebec, water power, etc.

LACHINE

	1907.		
16573	Apl. 17..	D. Leroux & Co	Land on south side of canal, St. Gabriel Basin, Montreal
16603	" 27..	Wm. Rutherford & Sons Co., Ltd.	Land on south side of canal, St. Gabriel Basin, Montreal
16608	" 30..	Simplex Railway Appliance Co. of Canada, Ltd.	Lot No. 1004 and part of lot No. 1005, of Parish of Lachine, County of Jacques Cartier, Quebec
16628	May 25..	Paul Galibert	Land on south bank of canal, new lock No. 5, Lachine, Que.; privilege to lay and maintain water mains
16636	June 4..	Farquhar Robertson	Lots 15, 16, 21 and 22, between St. Gabriel Basins 2 and 3, St. Ann's Ward, Montreal
16641	" 24..	Standard Paint Co. of Canada, Ltd.	Land on south side of canal, Parish of Lachine, Que., and privilege to lay and maintain a 12-inch and a 4-inch water pipe to factory on Cad. Lot No. 954 of said parish and draw water
16642	" 24..	Mount Royal Spinning Co., Ltd.	Privilege to lay and maintain two 12-inch pipes from canal to Cad. Lot No. 3929, Cote St. Paul, Montreal, and draw water
16643	" 24..	Montreal Warehousing Co.	Privilege to put in pump well on canal lands in rear of south wall of New or South Basin No. 1 and to draw canal water from said well
16644	" 24..	"	Privilege to lay and maintain a 6-inch pipe to connect to a 3-inch pipe already laid on Cad. Lot No. 1479, St. Ann's Ward, Montreal, and draw water.
16649	" 26..	Hon. J. K. Ward	Land on N. W. side of canal, near Brewster's Bridge, St. Cunegonde, Parish of Montreal
16666	July 8..	Estate A. Cantin	4 parcels of land on N. W. side of canal, Montreal, with privilege to erect wharf
16668	" 9..	G. E. Jacques & Co	Occupy, etc., sheds 4 and 5 south side of Flour Basin No. 2
16693	" 30..	G. T. R. Co. of Canada	Privilege to lay, maintain and operate a siding on north bank of canal from main line to premises of Standard Chemical Co
16695	" 31..	" "	Privilege to lay, etc., a siding on north bank of canal from main line to Cad. Lot No. 2287, St. Cunegonde, Montreal, Que
16697	" 31..	" "	Privilege to lay, etc., a siding on north bank of canal, continuation of existing siding above Brewster's Bridge, St. Cunegonde, Montreal
16716	Aug. 20..	The Canadian Lake & Ocean Navigation Co., *et al.*	Space in St. Gabriel Shed No. 1, St. Gabriel Basin No. 1.

SESSIONAL PAPER No. 20

Canals during the Twelve months forming the Fiscal Year ended, &c.—*Continued.*

RAILWAY—*Continued.*

Area.	Amount of Water Power.	Term.	Commencement of Term.	Terms of Payment.		
				Annual Rental.	Due each Year.	First Instalment Due
				$ cts		
2,500 sq. ft. ..	.....	During pleasure..	Jan. 1, 1908	1 00	Jan. 1..	Jan. 1, 1908
.....	.....	" ..	July 1, 1906	1 00	July 1..	July 1, 1906
.....	.....	" ..	Jan. 1, 1908	1 00	Jan. 1..	Jan 1, 1908

CANAL.

.....	.....	20 years.....	Jan. 1, 1908	12,000 00	Jan.&July1	Jan. 1, 1908

CANAL.

104,544 sq. ft.	Surplus.....	21 years.....	Dec. 1, 1907	Land, $20 00; Water power per H.P. $2 00.	Dec. 1..	Dec. 1, 1907

CANAL.

6,000 sq. ft....	.....	During pleasure...	Apl. 1, 1907	96 00	Apl. 1..	Apl. 1, 1907
{ 10,000 sq. ft. / 28,356 sq. ft. }	.....	" ..	Mar. 1, 1907	613 68	Mar. 1 ..	Mar. 1, 1907
31·72 arp.....	.....	22 yrs, renewable.	Jan. 1, 1907	1,261 86	Jan. 1..	Jan. 1, 1907
20,000 sq. ft....	.....	During pleasure...	May 1, 1907	150 00	May 1..	May 1, 1907
67,648 sq. ft...	.....	21 yrs, renewable.	June 1, 1907	2,705 92	June 1..	June 1, 1907
1,200 sq. ft....	.....	During pleasure...	" 1, 1907	113 00	" 1..	" 1, 1907
.....	.....	" .	" 1, 1907	1,560 00	" 1..	" 1, 1907
.....	.....	" ..	" 1, 1907	1 00	" 1..	" 1, 1907
.....	.....	" ..	" 1, 1907	60 00	" 1..	" 1, 1907
6,600 sq. ft....	.....	" ..	" 1, 1907	264 00	" 1..	" 1, 1907
.....	.....	" ..	Mar. 1, 1907	268 90	Mar. 1..	Mar. 1, 1907
.....	.....	" ..	May 1, 1907	872 60	May 1..	May 1, 1907
.....	.....	Nineteen years...	July 1, 1906	1 00	July 1..	July 1, 1906
.....	.....	Eighteen years...	" 1, 1907	10 00	July 1.	" 1, 1907
.....	.....	" ..	" 1, 1907	1 00	" 1..	" 1, 1907
18,000 sq. ft...	.....	During pleasure...	" 1, 1907	1,518 75	July&Jan.1	" 1, 1907

WATER POWER and other Public Property leased by the Department of Railways and

LACHINE

No. of Lease.	Date of Signature.	Lessee.	Property Leased.
	1907.		
16732	Sept. 4..	The Montreal Rolling Mills Co....	Land in Town of St. Henri, P.Q.....
16753	" 16..	Dominion Car & Foundry Co.....	Privilege to erect and operate a temporary derrick on north bank of canal.....
16755	" 11..	G. A. Grier.....	Land (dry) and land covered with water on north side of canal, Montreal, with wharf and privilege to erect a wharf in front of present one.....
16777	" 28..	Canada Sugar Refining Co.....	Privilege to erect and maintain 2 elevators and conveyors.....
16818	Oct. 8..	George Hall Coal Co.....	Lots 7, 8, 9 and 10 on S. E. side of Wellington Basin, and wharf space and road along S. E. side of Wellington Basin and S. W. end Basin No. 2....
16863	Nov. 8..	G. T. Ry.....	Privilege to lay, maintain and operate a siding from railway's present tracks to premises of G. A. Grier & Sons.....
16866	" 13..	"	Privilege to lay, maintain and operate a siding 900 feet long on north bank of canal, leading from main line to works of Dominion Car & Foundry Co.....
16867	" 13..	"	Privilege to lay, etc., a siding from main line on north bank of canal to premises of Stinson Reeb Building Supply Co. at St. Henri, Que.....
16900	" 21..	Dowker, McIntosh & Co.....	Privilege to lay and maintain 3-inch pipe from canal to lessee's property on Cad. Lot No. 2152, St. Henri, Montreal; and draw water.....
16933	Nov. 28..	Mount Royal Spinning Co., Ltd....	Privilege to lay, etc., two 12-inch pipes from canal to Cad. Lot No. 3929, Cote St. Paul, Montreal, and draw water.....
16938	Dec. 3..	G. T. Ry.....	Part of lot No. 3605, Montreal, P.Q.....
16964	" 24..	School Commission of the Town of Lachine.	Land in Town of Lachine and privilege to build stone revetment wall.....
16970	" 30..	Mrs. M. H. Acer.....	Land at Point St. Charles, part of Cad. Lot No. 328, St. Ann's Ward, Montreal.....
	1908.		
16995	Feb. 5..	Montreal Sand and Gravel Co	Lots 23 and 24 on west side of St. Gabriel Basin No. 2, Montreal, and wharf in front of said lots.....
16996	" 5..	" "	Wharf lots on St. Gabriel Basin No. 1.....
16997	" 5..	" "	Land at head of St. Gabriel Basin No. 2.....
17001	" 13..	Laurence & Robitaille.....	Storage lots 1 and 2 west of St. Gabriel Basin No. 4...
17018	" 28..	Dominion Bridge Co., Ltd.....	Privilege to erect, &c., a travelling derrick on canal lands near lessee's works at Lachine.....
17036	Mar. 5..	Stinson, Reeb, Builders Supply Co., Ltd.	Two parcels of land in Town of St. Henri, Montreal, and privilege to lay, &c., a 2-inch water pipe and draw water.....
17059	" 21..	Joseph Touzin.....	Land fronting St. Gabriel Basin No. 1, Montreal.....

RAPIDE PLAT

	1907.		
16650	June 26..	C. R. Robertson, Esq.....	West ½ of lot 7, con. 1st, of tp. of Matilda, Co. of Dundas, Ont.....

RIDEAU

	1907.		
16605	May 9..	Ottawa & New York Ry. Co.....	Land, Rideau Front, tp. of Nepean, Co. of Carleton....
16756	Sept. 17..	Frederick Hayter.....	Part of lot letter "N" Con. "B," tp. of Nepean, Hartwell's Lock Station, Carl ton County.....
16932	Nov. 28..	Village of Merrickville.....	Part of lot 9, con. "A," tp. of Wolford, County of Grenville.....
	1908.		
17006	Feb. 18..	Kingston Milling Co., Ltd.....	Part of lots 37 and 38, con. 4, tp. Kingston, county of Frontenac, Ont., and surplus water.

Canals during the Twelve months forming the Fiscal Year ended, &c.—*Continued.*

CANAL—*Continued.*

Area.	Amount of Water Power.	Term.	Commencement of Term.	Terms of Payment. Annual Rental.	Due each Year.	First Instalment Due.
				$ cts.		
870 sq. ft.		During pleasure...	Aug. 1, 1907	20 88	Aug. 1..	Aug. 1, 1907
		" ..				
4,937 sq. ft.		21 years.....	May 1, 1906	98 74	May 1..	May 1, 1906
		During pleasure...	Sept. 1, 1907	200 00	Sept. 1..	Sept. 1, 1907
72,505 sq. ft.... 38,867 sq. ft....		" ..	June 1, 1907	4,465 08	June 1..	June 1, 1907
		" ..	Aug. 1, 1907	1 00	Aug. 1..	Aug. 1, 1907
		Eighteen years...	July 1, 1907	144 00	July 1..	July 1, 1907
		" ..	" 1, 1907	1 00	" 1..	" 1, 1907
		During pleasure...	Oct. 1, 1907	60 00	Oct. 1..	Oct. 1, 1907
		" ..	June 1, 1907	1,560 00	May 1..	May 1, 1907
10·68 arp.		21 years, 5 months	Nov. 1, 1907	427 20	Nov. 1..	Nov. 1, 1907
8041·8 sq. ft.		During pleasure...	Dec. 1, 1907	1 00	Dec. 1..	Dec. 1, 1907
60,000 sq. ft		9 years.....	Dec. 1, 1907	1,800 00	Dec. 1..	Dec. 1, 1907
43,740 sq. ft...		During pleasure...	Jan. 1, 1908	1,300 00	Jan. 1..	Jan. 1, 1908
6,300 sq. ft. 2,375 sq. ft.		" ..	" 1, 1908	260 00	" 1..	" 1, 1908
5,250 sq. ft....		" ..	Feb. 1, 1908	160 00	Feb. 1..	Feb. 1, 1908
10,492 sq. ft.. 8,554 sq. ft ..		" ..	Jan. 1, 1908	500 00	Jan. 1..	Jan. 1, 1908
		" ..	" 1, 1908	100 00	" 1..	" 1, 1908
7,500 sq. ft....		" ..	" 1, 1908	180 00	" 1..	" 1, 1908
3,375 sq. ft...		" ..	" 1, 1908	100 00	" 1..	" 1, 1908

CANAL.

2·2 acres.....		During pleasure...	May 1, 1907	Labour performed	May 1..	May 1, 1907

CANAL.

2½ acres.....		21 years.....	May 1, 1907	100 00	May 1..	May 1, 1907
0·88 acres.. ..		During pleasure..	Sept. 1, 1907	2 00	Sept. 1..	Sept. 1, 1907
3,600 sq. ft....		21 years.....	Nov. 1, 1907	6 00	Nov. 1..	Nov. 1, 1907
7 acres..... 40 | 43 acres.		21 years.....	May 1, 1908	191 00	May 1..	May 1, 1908

WATER POWER and other Public Property leased by the Department of Railways and

ST. ANNE'S

No. of Lease.	Date of Signature.	Lessee.	Property Leased.
	1907.		
16959	Dec. 23..	The Provincial Light, Heat & Power Co.	Privilege to erect and maintain 2 iron lattice towers on lower portion of guide pier between locks at St. Anne de Bellevue, Que.....

TRENT

	1907.		
16669	June 27..	The Dickson Co. of Peterborough..	Renewal of lease No. 8512 of surplus water above Lakefield dams.....
	1908.		
17002	Feb. 1..	Crushed Stone, Ltd.....	Part lot 32 con. 8, tp. of Eldon, part lot 1, con. 8, tp. Carden, Victoria county; privilege to take stone piled thereon.....

WELLAND

	1907.		
16584	Apl. 10..	Ontario Power Co. of Niagara Falls.	Two parcels of land in town of Welland with certain privileges.....
16610	May 10..	Town of Thorold.....	Land in town of Thorold and privilege to draw water..
16629	" 27..	Bell Telephone Co.....	Lay and maintain telephone line along canal feeder between Port Maitland and Dunnville.....
16676	July 20..	Town of Thorold.....	Privilege to lay, &c., a 10-inch water pipe across the lands and under the old Welland canal at lock No. 24.....
16821	Oct. 4..	James Lynch.....	Part lot No. 203, tp. Thorold, county of Welland, Ont..
16822	" 5..	Penmans, Ltd.....	Surplus water above lock 22, old canal.....
16840	" 19..	Waterworks Comm'n of St. Catharines.	Privilege to lay and maintain 4-inch pipe across canal lands.....
16868	" 25..	Canada Southern Ry.....	Privilege to lay, &c., two 6-inch intake pipes near swing bridge south of town of Welland, and draw water.....
16869	Nov. 13..	William Minnis.....	Part of lot 27, con. 7, tp. Crowland, county of Welland, province of Ontario, and right of way over 10 feet wide.....
16931	" 28..	The Ontario Steel & Iron Co., Ltd..	Privilege to lay, &c., a water pipe from canal to lessee's works, and draw water.....
16939	Dec. 3..	R. W. Leonard.....	Land and land covered with water, parts of lots 27, 28 and 29, tp. of Thorold, county of Welland.....
16966	" 4..	Electric Metals Co.....	Privilege to lay, &c., a 3-inch pipe from canal to lessee's works, and draw water.....
	1908.		
16985	Jan. 15..	Town of Welland.....	Part of lots Nos. 25 and 26, east side of new canal, con. 5, tp. of Crowland, county of Welland, Ont..

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, October 23, 1908.

SESSIONAL PAPER No. 20

Canals during the Twelve months forming the Fiscal Year ended, &c.—*Concluded.*

LOCK.

Area.	Amount of Water Power.	Term.	Commencement of Term	Terms of Payment.[1]		
				Annual Rental.	Due each Year.	First Instalment Due.
				$ cts.		
.....	.....	During pleasure...	Sept. 1, 1907	30 00	Sept. 1..	Sept. 1, 1907

CANAL.

.....	.....	21 years.....	Feb. 3, 1906	.....	.....	.....
1·61 acres.....	.....	During pleasure...	Jan. 1, 1908	20 00	Jan. 1	Jan. 1, 1908

CANAL.

.....	.....	During pleasure...	Jan. 1, 1907	30 00	Jan. 1..	Jan. 1, 1907
6·96 acres.....	.....	" ..	Dec. 1, 1906	80 00	Dec. 1..	Dec. 1, 1906
.....	.....	" ..	May 1, 1907	20 00	May 1..	May 1, 1907
.....	.....	" ..	" 1, 1907	5 00	" 1..	" 1, 1907
7·3 acres.....	.....	" ..	Sept. 1, 1907	8 00	Sept. 1..	Sept. 1, 1907
.....	150 H. P.....	21 years.....	July 1, 1907	4 00	July 1..	July 1, 1907
....	.....	During pleasure..	Oct. 1, 1907	5 00	Oct. 1..	Oct. 1, 1907
.....	.....	" ..	" 1, 1907	25 00	" 1..	" 1, 1907
48 | 100 acres..	.....	" ..	July 1, 1907	10 00	July 1..	July 1, 1907
.....	.....	" ..	Nov. 1, 1907	100 00	Nov. 1..	Nov. 1, 1907
53·84 acres....	.....	" ..	" 1, 1907	100 00	" 1..	" 1, 1907
.....	.....	" ..	" 1, 1907	100 00	" 1..	" 1, 1907
3·13 acres.....	.....	" ..	Dec. 1, 1907	1 00	Dec. 1..	Dec. 1, 1907

H. F. ALWARD,
Law Clerk.

No.

PROPERTY CONVEYED to the Department of Railways and Canals and Letters Patent

CANADIAN PACIFIC

No. of Deed.	Date of Signature.	Grantor.	Lot.
	1907.		
16979	June 7..	Town of Emerson	Lots 51 and 52
	1908.		
17073	Mar. 19..	His Majesty to C.P.R.	"
	1884.		
*17095	Jan. 12..	Wm. Nelson	Part lot 248, group 1
*17096	" 8..	Jno. McKenney & Jas. Lindsay..	" "

INTERCOLONIAL

	1907.		
16671	Apl. 25..	James Ennis *et ux*	Land at
16672	" 15..	Lauchlin McDonald *et ux*	Land between
16673	" 15..	Mary A. MacNamara	Land at
16674	June 3..	Laura C. Cunard *et al*	"
16706	Apl. 23..	Gerald B. Ternan	"
16724	July 22..	Benjamin D. Rogers..	"
16728	June 3..	Flora McKinnon	"
16729	May 18..	Margaret McDonald	"
16730	June 28..	Wm. Stairs Son & Morrow, Ltd...	"
16734	" 5..	Rachel Kilpatrick	Land on west side of Vickers st
16740	July 5..	Alexander Boyd	" "
16741	" 5..	James Toomey	" "
16742	June 28..	Nova Scotia Steel & Coal Co	Land in and between
16745	" 18..	Rebecca Matson	Land on E. side of Upper Water st
16757	May 16..	Henry Vickers *et ux*	Land on S. and E. sides of McKay st
16762	July 13..	Walter U. Jones	Land on E. side line of Campbell road
*16786	Mar. 28..	Peter Grant *et ux*	Land at
16823	July 30..	Thomas Flynn	Land on S. side of Upper Water st
16824	" 22..	Frances R. Rogers *et al*	Land on W. "
16826	" 8..	Laura C. Cunard *et al*	Land at
16870	May 6..	Henry R. Turnbull, *et ux*	"
16925	Aug. 19..	Levi Hart	Land on W. side of Upper Water st
16926	Sept. 9..	Catharine Mahon	Land at
16927	" 3..	Andre Cantin	Part lot 256
16972	Nov. 26..	Bank of Montreal	Right of way on parcel of land for purpose of laying pipe line to supply water to railway tank.
16987	Nov. 16..	Daniel L. Hannington—trustee Chas, Jones, &c.	Privilege to enter lands of Chas. Jones of Moncton, N.B., and to construct a pipe line for sewer purposes
	1908.		
17012	Jan. 6..	Henry R. Emmerson	Land at
	1907.		
17013	Dec. 14..	Wm. Schwartz, *et al*	"
17019	Oct. 18..	Donald Blue, *et ux*	"
	1906.		
*17043	Sept. 20..	Wm. J. Watts	Parts of lots 158, 159, 169, 170, 183, 184, 209, 210, 225, 226, 255 and 256.

* Too late for last year's report

4.

granted during the Twelve months forming the Fiscal Year ended March 31, 1908.

RAILWAY.

District.	Country.	Area.	Account.	Remarks.
			$ cts.	
Emerson, Man			1 00	
"				Letters Patent
New Westminster, B.C.		2·47 ac.	108 00	
"		0·38 ac.	400 00	

RAILWAY.

Bedford	Bedford, N.S.	0·07 ac.	500 00	
N. Sydney & Sydney Mines.	Cape Breton, N.S.	1,350 sq. ft.	100 00	
Sydney Mines	"	2,568.75 sq. ft.	100 00	
Halifax, N.S.	Halifax, N.S.	357,733 sq. ft.	187,366 66	
Bedford	Bedford, N.S.	0·038 ac.	50 00	
Stellarton	Pictou, N.S.	0·65 ac.	1,508 55	
Sydney Mines	Cape Breton, N.S.	4,200 sq. ft.	800 00	
North Sydney	"	392 sq. ft.	200 00	
Halifax	Halifax, N.S.	12,792 sq. ft.	7,963 36	
Sydney Mines	Cape Breton, N.S.	7,960 sq. ft.	1,000 00	
"	"	8,151 sq. ft.	1,500 00	
"	"	7,990 sq. ft.	2,000 00	
"	"	140,600 sq. ft. 16·67 ac.	7,166 90	
Halifax	Halifax, N.S.	2,405 sq. ft.	5,000 00	
Sydney Mines	Cape Breton, N.S.	19,460 sq. ft.	400 00	
Halifax	Halifax, N.S.	0·024 ac.	100 00	
River John	Pictou, N.S.	0·017 ac.	30 00	
Halifax	Halifax, N.S.	2,754 sq. ft.	7,000 00	
"	"	12,382 sq. ft.	8,494 25	
North Sydney	Cape Breton, N.S.	28,710 sq. ft.	500 00	
Stanley	York, N.B.	1·86 ac.	200 00	
Halifax	Halifax, N.S.	16,643 sq. ft.	11,148 70	
Bedford	"	0·25 ac.	250 00	
St. Jean Chrysostome	Levis, Que.	1·5 arp.	350 00	
Upper Cross Creek. Stanley.	York, N.B.		100 00	
Moncton, N.B.	Westmoreland		100 00	
Moncton	"	1·946 ac.	389 20	
"	"	1·189 ac.	214 00	
Blue's Crossing	Inverness, N.S.	14,750 sq. ft.	30 00	
Drummondville	Drummond, P.Q.	1·03 ac.	1,030 00	

PROPERTY CONVEYED to the Department of Railways and Canals and Letters

INTERCOLONIAL

No. of Deed.	Date of Signature.	Grantor.	Lot.
	1907.		
17044	Nov. 30..	Patrick M. Duggan, *et ux*.....	Land at.....
	1908.		
17045	Jan. 23..	John F. Miles.....	"
	1907.		
*17046	Oct. 19..	Hector McInnis, *et ux*.....	Land on W. side of Upper Water st.....
	1906.		
*17047	Sept. 28..	William Comette.....	Part lot No. 153, range 3rd.....
*17048	" 29..	Arthur Berard.....	" " " .....
	1908.		
17054	Jan. 1..	Hiram W. Yuill, *et ux*.....	Land at.....
	1907.		
*17058	Nov. 1..	George Thompson, *et ux*.....	" .....
17080	June 5..	Allen E. Morrison, *et ux*.....	" .....
17110	Dec. 6..	Daniel Fogarty, *et al*.....	" .....
17111	Sept. 21..	W. F. Humphrey, *et ux*.....	" .....
	1902.		
*17125	June 15..	Margaret McDonald, *et al*.....	" .....
	1908.		
17129	Feb. 27..	John Mackenzie, *et ux*.....	Land at James River Ballast Pit.....
17170	Mar. 12..	Sarah Lockhart, *et al*.....	Land at Harris Mill Stream.....
17171	Jan. 16..	Jno. A. Thompson, *et ux*.....	Land on W. side of Upper Water st.....
17179	Feb. 29..	Alf. J. Nicholson, *et ux*.....	Land on Kempt Road.....
	1907.		
17186	Aug. 17..	Wm. McLean, *et ux*.....	Land at.....
	1908.		
17191	Mar. 27..	Edgar Dixon, *et ux*.....	" .....
	1907.		
17192	Nov. 1..	Silas W. Copp, *et ux*.....	" .....
17193	" 1..	Henry C. Read, *et ux*.....	" .....
	1908.		
17195	Feb. 26..	Wm. A. Hendry.....	Land on E. side of Kempt Road.....
17197	Mar. 31..	Lucretia O. Ross Nicolle.....	Parcel of land at.....
	1905.		
*17198	May 1..	George Routhier.....	" .....
	1908.		
17199	Mar. 11..	Catharine A. Stephenson.....	" .....
	1907.		
17206	Sept. 21..	J. A. Humphrey & Son, Ltd.....	" .....
	1908.		
17207	Mar. 23..	Wm. F. Humphrey, *et ux*.....	" .....

* Too late for last year's report.

SESSIONAL PAPER No. 20

Patent granted during the Fiscal Year ended March 31, 1908—*Continued.*

RAILWAY—*Continued.*

District.	Country.	Area.	Amount.	Remarks.
			$ cts.	
Lakeview	Halifax, N.S.	0·83 ac.	228 25	
Gibson	York, N.B.	218·5 sq. ft.	5 00	
Halifax	Halifax, N.S.	9,413 sq. ft.	5,800 00	
Drummondville	Drummond, P.Q.	0·23 ac.	230 00	
"	"	0·172 ac.	129 00	
Truro	Truro, N.S.	0·46 ac.	700 00	
Pugwash	Cumberland, N.S.	2 ac.	200 00	
East Mines	Colchester, N.S.	1 ac.	275 00	
Moncton	Westmorland, N.B.	1·21 ac.	121 00	
Humphreys	"	0·09 ac.	25 00	
Stellarton	Stellarton, N.S.	3,749 sq. ft.	75 00	
Antigonish	Antigonish, N.S.	1 ac.	75 00	
Moncton	Westmoreland, N.B.	1·01 ac.	101 00	
Halifax	Halifax, N.S.	6,846 sq. ft.	5,839 79	
Halifax	Halifax, N.S.	11,150 sq. ft.	2,278 96	
Springhill Jct	Cumberland, N.S.	0·282 ac. 0·115 ac. 0·115 ac.	175 00	
Sackville	Westmoreland, N.B.	2·77 acres.	700 00	
Sackville	Westmoreland, N.B.	0·1 acre	100 00	
Sackville	Westmoreland, N.B.	0·58 acre	116 00	
Halifax	Halifax, N.S.	3,600 sq. ft. 2,250 sq. ft.	500 00	
Mulgrave	Guysborough	11,832 sq. ft.	1,200 00	
Chaudiere Jct	Levis, P.Q.			
Portland, N.B.	St. John, N.B.	2,960 sq. ft.	3,000 00	
Humphreys	Westmorland, N.B.	1·23 ac. 0·21 ac.	500 00	
"	"	"	1 00	

PROPERTY CONVEYED to the Department of Railways and Canals and Letters

INTERCOLONIAL

No. of Deed.	Date of Signature.	Grantor.	Lot.
	1906.		
*17251	June 11..	Desiré Poulin	Part of Cad. lot No. 172
*17252	" 11..	F. X. Guilbert	" "
*17276	Mar. 31..	Wm. N. Gray, *et ux*	Land at

PRINCE EDWARD

	1900.		
*17218	Mar. 1..	Jno. Wood, *et ux* & Leonard Wood.	Land at

CORNWALL

	1908.		
17098	Feb. 22..	P. N. Tait, *et ux*	Part lot No. 1 Sheik's Island

RIDEAU

	1905.		
*16853	Dec. 26..	Nicholas C. Sparks, *et al*	Release of all claims in parcel of land and land covered with water in Ottawa City, Ont., being part of lot "C" con. "C," Rideau Front.
	1906.		
*16854	Feb. 2..	The Toronto General Trusts Corporation.	Release of all claims in parcel of land and land covered with water in Ottawa city, Ont., being part of lot "C," con. "C," Rideau front.
*16855	Feb. 3..	" "	" " "
*16956	Mar. 2..	Quebec Bank	" " "
*16857	July 27..	Hudsons Bay Co	" " "
*16858	Feb. 10.	Eleanor Heney	" " "

TRENT

	1906.		
*16700	Dec. 4..	Wm. G. Folliot, *et al*	Parts of lots 6, 9, 10, 11, 12, 13, 14 and 15 on N. side of King st. in.
	1907.		
16701	May 15..	" "	Part of lot 12 on N. side of King st

WELLAND

	1907.		
16961	Oct. 26..	Wm. G. Burgar, *et al*	Parts of lot No. 238

* Too late for last year's report.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, October 23, 1908.

SESSIONAL PAPER No. 20

Patent granted during the Fiscal Year ended March 31, 1908—*Concluded.*

RAILWAY—*Continued.*

District.	Country.	Area.	Amount.	Remarks.
			$ cts.	
St. Rosalie, Que.	Bagot, P.Q.	0·063 ac.	25 00	
"	"	3·236 ac.	1,341 13	
Prince's Lodge	Halifax, N.S.	0·05 ac.	150 00	
ISLAND RAILWAY.				
No. 48	Queen's, P.E.I.	2·57 ac.	87 10	
CANAL.				
Cornwall	Stormont, Ont.	1·98 ac.	495 00	
CANAL.				
Nepean	Carleton, Ont.		80,000 00	
Nepean	Carleton		7,696 51	Covered by Release No. 16853.
"	"		962 06	" "
"	"		3,156 86 debts. 80 54 costs	Covered by Releases Nos. 16854 & 16855.
	"		13,568 51 debts. 43 81 costs	" "
"	"		5,264,36 debts. 25 26 costs.	" "
CANAL.				
Balsover	Victoria	0·01 ac.. 0·003 ac 0·47 ac..	125 00	
"	"	0·05 ac	1 00	
CANAL.				
Thorold	Welland, Ont.	0·074 ac. 0·819 ac.	300 00	

H. F. ALWARD,
Law Clerk.

No. 5.

DAMAGES released to the Department of Railways and Canals during the Twelve months forming the Fiscal Year ended March 31, 1908.

INTERCOLONIAL RAILWAY.

No. of Release.	Date of Signature.	Grantor.	Description.	Amount.
	1907.			$ cts.
16635	May 31..	W. O. Cutler.....	Claim for loss of furniture and personal effects in burning of I.C.Ry. station at McIntyre's lake, N.S., on or about May 1, 1905.	250 00
16789	July 21..	Janey Thibideau.....	For damages consequent upon death of husband through an accident at or near Beaver brook.	800 00
16790	July 26..	Caius McLellan.....	From damages for injuries sustained through an accident at or near Beaver brook.	460 00
16791	" 26..	Chas. LeBreton.....	From damages for infuries sustained through an accident at or near Beaver brook.	375 00
16792	" 21..	Wm. Condren.....	From damages for injuries sustained through an accident at or near Beaver brook.	140 00
16793	" 31..	Geo. R. Campbell.....	From damages for injuries sustained through an accident at or near Beaver brook.	145 00
16794	" 30..	James Wright.....	From damages for injuries sustained through an accident at or near Beaver brook.	150 00
16795	" 30..	Wm. Stewart.....	From damages for injuries sustained through an accident at or near Beaver brook.	120 00
16796	" 30..	Wm. F. Black.....	From damages for injuries sustained through an accident at or near Beaver brook.	400 00
16797	" 30..	Howal Jaffrey.....	From damages for injuries sustained through an accident at or near Beaver brook.	120 00
16798	" 30..	Andrew P. Cobb.....	From damages for injuries sustained through an accident at or near Beaver krook.	120 00
16799	" 30..	Thos. F. Norton.....	From damages for injuries sus ained through an accident at or near Beaver brook.	124 00
16800	" 30..	Wm. Galliah.....	From damages for injuries sustained through an accident at or near Beaver brook.	124 00
16801	April 29..	Ed. E. Benson.....	From damages for injuries sustained through an accident at or near Beaver brook.	191 25
16802	" 26..	James Gardner.....	From damages for injuries sustained through an accident at or near Beaver brook.	139 10
16803	" 26..	Elias Astles.....	From damages for injuries sustained through an accident at or near Beaver brook.	140 00
16804	" 26..	John McDonald.....	From damages for injuries sustained through an accident at or near Beaver brook.	136 00
16805	" 26..	Wm. Allison.	From damages for injuries sustained through an accident at or near Beaver brook.	136 00
16806	" 29..	Walter Galley.....	From damages for injuries sustained through an accident at or near Beaver brook.	100 00
16807	" 29..	Wilbur Tushie.....	From damages for injuries sustained through an accident at or near Beaver brook.	118 10
16808	" 26..	Jno. McCallum	From damages for injuries sustained through an accident at or near Beaver brook.	152 80
16809	" 29..	James McDonald	From damages for injuries sustained through an accident at or near Beaver brook.	142 00
16810	" 29..	Charles Keating.....	From damages for injuries sustained through an accident at or near Beaver brook.	147 90
16811	" 29..	William McRae..	From damages for injuries sustained through an accident at or near Beaver brook.	123 60
16812	" 29..	Wm. Kitchen.....	From damages for injuries sustained through an accident at or near Beaver brook.	144 80
	1908.			
17050	Mar. 3..	Certain employees of the I.C.Ry. and Temiscouata Railway Co.....	Acquitting His Majesty and said company of all claims and demands consequent upon the use of a bridge over Riviere du Loup.	
17082	Feb. 13..	Margaret E. Snowball, *et al.*	All claims in a certain parcel of land at Chatham, N.B.	19,000 00

SESSIONAL PAPER No. 20

DAMAGES released to the Department of Railways and Canals during the Twelve months forming the Fiscal Year ended March 31, 1908—*Continued.*

CHAMBLY CANAL.

No. of Release.	Date of Signature.	Grantor.	Description.	Amount.
	1907.			$ cts.
16708	Aug. 5..	Town of St. Johns.....	For all claims, &c., arising out of or incidental to any extra or additional expense in connection with construction, &c., of conduit of pipe under canal by reason of canal being located between Richelieu river and St. Johns.	8,000 00
	1906.			
*17049	Aug. 4..	Cecile Briggs and Arsene Godin.	For damages by flooding to lot No. 217, parish of St. Luc, county of St. Johns, Que.	2,000 00

CORNWALL CANAL.

	1907.			
16638	May 31..	Elburn Pitts.....	Re claims arising out of damages by flooding to parts of lots 1 and 2, on Sheiks island, Cornwall, Ont.	200 00

GALOPS CANAL.

	1907.			
16901	Nov. 15..	Mahlon Ford Beach.....	For damages caused by the cutting off of water-power granted under lease 3,447, dated December 16, 1871, consequent upon improvements to the Galops Canal.	23,959 00

RIDEAU CANAL.

	1907.			
16679	June 27..	Jno. Carmichael.....	For claims arising out of damages to E. ½ of lot 3, con. 6, township of Storrington, county of Frontenac, Ont., caused by raising of waters of canal.	22 10
	1905.			
16853	Dec. 26..	Nicholas C. Sparks, *et al*...	Of all claims in parcel of land and land covered with water in Ottawa, being parts of lot letter "C" concession "C", Rideau front, township of Nepean, county of Carleton, Ont.	80,000 00
	1906.			
16854	Feb. 2..	Toronto Gen. Trusts Corp'n	" " "	7,696 51
16855	" 3..	"	" " "	562 06
16856	Mar. 2..	Quebec Bank.....	" " "	Debts, 3,156 86 Costs, 80 54
16857	July 27..	Hudson's Bay Co.....	Of all claims in parcel of land and land covered with water in Ottawa, being parts of lot letter "C" concession "C," Rideau front, township of Nepean, county of Carleton, Ont.	Debts, 13,568 51 Costs, 43 81
16858	Feb. 10..	Eleanor Heney.....	" " "	Debts, 5,264 36 Costs, 25 26

* Too late for last year's report.

DAMAGES released to the Department of Railways and Canals during the Twelve months forming the Fiscal Year ended March 31, 1908—*Concluded.*

RIDEAU CANAL—*Continued.*

No. of Release.	Date of Signature.	Grantor.	Description.	Amount.
	1907.			
16904	June 20..	Jno. R. Curry.	For damages to property, &c., caused by the breaking of the Poonamalie dam, in April, 1904.	950 00
16905	" 20..	Jno. McEwan.	" " "	1,000 00
16906	" 20..	Robinson & Son.....	" " "	450 00
16907	" 19..	Johnston & McGregor.....	" " "	265 00
16908	" 20..	Fred. A. Crate...	" " "	410 00
16909	" 1..	Adam Foster.....	" " "	575 00
16910	" 20..	R. J. Brodie (Wood estate).	" " "	1,757 00
16911	" 20..	The Gould Mfg. Co., Ltd...	" " "	150 00
16912	" 20..	The Citizens' Electric Co., Ltd.	" " "	50 00
16913	" 19..	James H. Gould.	" " "	131 80
16914	" 19..	The Smith's Falls Electric Power Co., Ltd.	" " "	800 00
16915	" 20..	Matthew Ryan.....	" " "	235 00
16916	" 21..	Jno. J. Smith....	" " "	670 00
16917	" 20..	Geo. Steele & W. J. Steele	" " "	60 00
16918	" 21..	Andrew W. Bell.	" " "	3,754 00
16919	" 20..	Edward Kennedy.....	" " "	150 00
16920	" 20..	Bertha A. Chester....	" " "	175 00
16921	" 20..	Vil age of Merrickville.....	" " "	325 00
16922	" 20..	Geo. B. Magee...	..... " " "	225 00
16923	" 20..	United Counties of Leeds and Grenville.	" " "	500 00
16924	" 22..	County of Lanark.....	" " "	500 00

TRENT CANAL.

	1907.			
16615	May 18..	Hugh Burnet.....	Claims arising out of contract and construction of Otonabee river dam.	19,016 00
16670	June 22..	Joseph Clarke.	Claims arising out of damages to S½. of lot No. 3, con. 3, tp. of South Monaghan, county of Northumberland, Ont.	1,500 00
16680	" 28..	Wm. J. Hanbridge *et al.* ..	Claims arising out of damages by water to parts of lots 18 and 19, con. 16, and to broken lot 18, con. 17, tp. of Otonabee, county of Peterborough, Ont.	1,500 00
16704	" 6..	Zaccheus Burnham *et al.*..	Claims arising out of damages by flooding and soakage to several parcels of land in city of Peterboro', Ont.	1,500 00
16705	" 26..	Joseph Ball, *et ux.*.....	Claims arising out of damage by soakage to lot 30, east of Rogers street, Peterboro', Ont.	300 00
16709	July 16..	Hon. Jas. R. Stratton, *et ux*	For damages to island 19A, County of Peterborough, Ont., due to high water in Stoney lake.	500 00
16898	Oct. 25..	Alice J. Hubbs	For damage to property in City of Peterboro', Ont, consequent upon construction of Trent canal.	1,000 00
17149	Dec. 23..	Henry H. Turnbull.....	For damages to crops on N. ½ of lot 7, con. 10, tp. of Thorah, county of Ontario, Ont., caused by seepage from canal.	75 00

H. F. ALWARD,
Law Clerk.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, October 23, 1908.

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DEPARTMENT OF RAILWAYS AND CANALS

CANAL STATISTICS

FOR THE

SEASON OF NAVIGATION

1907

PRINTED BY ORDER OF PARLIAMENT

OTTAWA
PRINTED BY S. E. DAWSON, PRINTER TO THE KING'S MOST EXCELLENT MAJESTY
1908

[No. 20*a*—1908.]

To His Excellency the Right Honourable Sir Albert Henry George, Earl Grey, Viscount Howick, Baron Grey of Howick, in the County of Northumberland, in the Peerage of the United Kingdom, and a Baronet; Knight Grand Cross of the Most Distinguished Order of Saint Michael and Saint George, &c., &c., &c., Governor General of Canada.

May it Please Your Excellency:

The undersigned has the honour to present to Your Excellency the report on Canal Statistics for the year ended December 31, 1907.

GEO. P. GRAHAM,
Minister of Railways and Canals.

To the Honourable GEORGE P. GRAHAM,
Minister of Railways and Canals.

SIR,—I have the honour to submit the annual report of the Comptroller of Railway Statistics in relation to the operations of the Canals of the Dominion for the year ended December 31, 1907.

I have the honour to be, Sir,
Your obedient servant,

M. J. BUTLER,
Deputy Minister of Railways and Canals.

OFFICE OF THE COMPTROLLER OF RAILWAY STATISTICS,
OTTAWA, 23rd May, 1908.

M. J. BUTLER, Esq.,
Deputy Minister of Railways and Canals.

SIR,—I have the honour to submit herewith Canal statistics for the year ended 31st December, 1907.

The water-borne traffic of the Dominion for the year 1907 was the largest on record. The total volume aggregated 20,543,639 tons, as compared with 10,523,185 tons for the preceding year. This represented an increase of 10,020,454 tons, or 95·2 per cent. For the ten year period the betterment was 13,925,164 tons, or 210·4 per cent—which must be regarded as an exceedingly satisfactory result.

The results for the past five years are as follow :—

1903	9,203,917
1904	8,256,236
1905	9,371,744
1906	10,523,185
1907	20,543,639

It may be helpful for comparitive purposes, to observe the extent to which the traffic of Canadian rallways has grown during the same period :—

1903	47,373,417 tons.
1904	48,097,957 "
1905	50,893,957 "
1906	57,966,713 "
1907	63,866,135 "

The principal expansion during the last year was in the business of the Sault Ste. Marie Canal, which showed an increase of 5,601,943 tons over 1906. As illustrating the growth of traffic through the Canadian canal at Sault Ste. Marie the following figures for the past decade are instructive :—

	1898.	1907.
Canadian registered tonnage	403,331	2,288,349
United States registered tonnage	2,354,606	9,887,633
Total tonnage	2,757,937	12,175,982
Lockages	2,520	4,596
Vessel passages	3,712	6,153

These results are exceedingly encouraging. They show that while the increase of United States tonnage through the so-called "Soo" canal was 315·6 per cent for the ten-year period, the increase of Canadian tonnage was 467·3 per cent. The betterment

in total traffic for the decade was 341.4 per cent; and, since the number of passages grew by but 65·7 per cent, it is obvious that the carrying business of the upper lakes is rapidly developing a much larger type of steam vessel than has hitherto been in use. In this respect Canadian forwarders appear to be abreast with their American competitors.

A word or two of explanation may not be out of place at this point: At Sault Ste. Marie there are two canals of nearly equal capacity—one on the United States side of the St. Mary's river, and the other on the Canadian side. Both are free. It is optional with the captain of a vessel to take either canal. Hence, United States steamers pass through the Canadian canal, and Canadian vessels pass through the American canal. The total volume of traffic at that point may, therefore, only be measured by combining the returns of the two canals.

For 1907 the figures are as follow:—

Tonnage, Canadian canal	12,175,982
" United States canal	58,217,214
Total	70,393,196

A change in the method of recording statistics will go into effect this year, whereby a discrimination will be made as to the products of either country passing through the canals at Sault St. Marie. Hitherto regard has only been had to the nationality of the vessels. In future a record will be kept of distinctly Canadian cargoes carried by water, and the information ought to be of considerable value. The new rule applies to all canals in the Dominion, although the difficulty of keeping a separate account arises chiefly at Sault St. Marie. This has been overcome by securing the co-operation of the United States authorities at that point. Under this system it will be possible thereafter to show the tonnage of Canadian grain brought down from the west by water, and to follow its course into the interior or to the seaboard.

The following tables in relation to traffic enable comparisons to be made over a period of 21 years:—

STATEMENT of total Freight passed through the Canals, for the following Years :—

Years.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up and down.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.			
1887	336,648	1,154,424	138,692	202,563	151,805	192,528	86,374	457,482	713,519	2,006,997	2,720,516
1888	355,165	1,146,260	138,127	174,239	214,407	223,429	81,611	428,357	789,310	1,972,287	2,761,597
1889	384,777	1,156,306	122,295	198,497	267,224	300,193	81,243	603,311	855,529	2,258,367	3,113,896
1890	369,593	1,137,011	144,368	133,188	216,813	320,324	58,709	533,021	789,505	2,123,542	2,913,047
1891	370,120	1,155,247	103,814	123,193	248,188	307,958	50,747	543,259	772,869	2,129,657	2,902,526
1892	327,560	1,322,137	173,538	135,787	241,034	302,983	47,396	481,301	789,528	2,242,208	3,031,736
1893	351,706	1,344,822	214,076	141,602	247,329	385,769	54,912	806,773	868,023	2,678,966	3,546,989
1894	299,155	1,140,606	204,175	89,614	231,172	363,107	46,020	568,866	780,522	2,162,193	2,942,715
1895	264,824	1,070,046	286,191	91,177	362,637	608,778	62,285	590,140	975,937	2,360,141	*3,336,078
1896	293,353	1,619,668	259,659	100,519	1,197,245	3,536,054	117,535	867,040	1,867,792	6,123,281	7,991,073
1897	275,587	1,713,274	268,700	187,960	669,142	4,369,314	108,787	968,203	1,322,216	7,238,751	8,560,967
1898	263,989	1,819,887	187,253	98,967	829,508	2,425,121	81,615	912,135	1,362,365	5,256,110	6,618,475
1899	296,208	1,833,412	266,364	115,133	732,030	2,129,988	125,678	727,111	1,420,280	4,805,644	6,225,924
1900	312,201	1,632,915	270,033	81,714	568,197	1,339,915	105,155	703,563	1,255,586	3,758,107	5,013,693
1901	340,805	1,686,094	268,449	201,231	507,204	1,801,696	177,715	682,065	1,294,173	4,371,086	5,665,259
1902	529,085	2,064,480	308,212	342,484	515,828	3,000,636	190,243	562,229	1,543,368	5,969,829	7,513,197
1903	648,150	2,391,366	430,174	408,560	863,337	3,130,816	373,456	958,018	2,315,117	6,888,700	9,203,817
1904	606,737	2,047,499	511,887	276,578	699.784	2,778,903	483,795	851,053	2,302,203	5,954,033	8,256,236
1905	736,976	2,252,514	549,365	347,089	607,228	3,183,895	577,528	1,137,146	2,451,097	6,920,647	9,371,744
1906	1,238,929	2,355,855	627,094	234,919	991,508	3,595,256	482,239	997,385	3,339,770	7,183,415	10,523,185
1907	1,034,733	3,162,158	891,692	226,138	1,991,959	11,060.878	819,369	1,356,712	4,737,753	15,805,886	20,543,639

* Sault Ste. Marie canal opened in August, 1895.

STATEMENT of the Tonnage of Canadian and United States Vessels for the following years :—

CANADIAN VESSELS.

Years.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Number of Vessels.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up & Down.	
1887.....	1,201,529	1,194,665	162,554	36,277	1,071	65	30,778	221,013	1,395,932	1,452,020	2,847,952	18,99
1888.....	1,113,290	1,120,774	158,209	34,368	1,252	.....	22,553	189,876	1,295,304	1,345,018	2,640,322	17,661
1889.....	1,285,574	1,207,892	188,131	39,371	976	802	20,271	252,565	1,494,952	1,500,630	2,995,582	19,393
1890.....	1,314,127	1,250,999	229,478	32,909	929	351	14,003	296,676	1,558,537	1,580,935	3,139,472	20,655
1891.....	1,356,518	1,287,168	201,758	28,642	550	292	16,350	244,176	1,575,176	1,560,278	3,135,454	19,246
1892.....	1,517,249	1,460,505	177,136	29,184	1,466	394	14,659	201,374	1,710,510	1,691,455	3,401,965	21,177
1893.....	1,548,094	1,422,326	170,186	26,787	1,172	10	17,037	248,442	1,736,489	1,697,565	3,434,054	20,757
1894.....	1,319,792	1,260,907	217,635	19,298	2,177	5	6,394	222,696	1,545,998	1,502,906	3,048,904	19,027
1895.....	1,258,848	1,165,683	253,693	13,383	.....	.....	5,899	285,553	1,518,440	1,464,619	2,983,059	17,136
1896.....	1,547,757	1,420,342	200,292	5,234	157	....	4,115	271,809	1,752,321	1,697,385	3,449,706	20,972
1897.....	1,629,192	1,482,951	215,785	11,378	....	....	3,533	297,898	1,848,510	1,792,227	3,640,737	21,466
1898....	1,704,661	1,609,255	215,393	4,927	499	518	6,805	255,927	1,927,358	1,870,627	3,797,985	21,509
1899.....	1,865,643	1,774,789	242,817	32,436	925	3,691	42,290	345,980	2,151,675	2,156,896	4,308,571	23,579
1900.....	1,767,293	1,681,340	265,926	14,922	2,909	64	38,015	358,781	2,074,143	2,055,107	4,129,250	21,755
1901.....	1,615,952	1,587,221	279,007	82,541	3,300	2,908	97,332	312,003	1,995,591	1,984,673	3,980,264	20,860
1902.....	1,914,167	1,840,787	241,356	97,492	1,874	2,164	101,335	286,520	2,258,732	2,226,963	4,485,695	22,198
1903.....	2,061,258	2,088,969	340,383	143,614	7,018	3,082	188,896	379,612	2,597,555	2,615,277	5,212,832	23,767
1904.....	1,838,260	1,907,886	299,245	159,740	5,175	4,223	237,910	319,661	2,380,590	2,391,510	4,772,100	21,851
1905.....	2,059,097	2,031,766	312,773	188,138	11,820	3,191	262,401	322,005	2,646,091	2,545,100	5,191,191	23,726
1906.....	2,271,776	2,264,476	292,705	155,595	24,420	5,506	202,276	309,567	2,791,177	2,735,144	5,526,321	25,498
1907.....	2,561,948	2,661,317	337,822	129,246	9,153	7,331	238,172	383,922	3,147,095	3,181,816	6,328,911	28,833

STATEMENT of the Tonnage of Canadian and United States Vessels, for the following years :—

UNITED STATES VESSELS.

YEARS.	FROM CANADIAN TO CANADIAN PORTS.		FROM CANADIAN TO UNITED STATES PORTS.		FROM UNITED STATES TO UNITED STATES PORTS.		FROM UNITED STATES TO CANADIAN PORTS.		TONS.		TOTAL TONS.	Number of Vessels.
	Up.	Down.	Montée.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up & Down.	
1887.....	16,265	17,925	38,857	56,708	143,730	140,562	52,793	98,849	251,645	315,035	566,680	3,883
1888.....	14,304	26,801	42,425	50,047	177,714	156,095	49,778	114,613	284,221	347,556	631,777	3,921
1889....	21,125	26,449	55,996	50,732	253,088	206,567	56,249	160,442	386,458	444,190	830,648	4,542
1890.....	10,390	16,345	38,156	36,397	248,418	234,728	39,697	97,266	336,661	384,736	721,397	3,364
1891.....	10,357	29,851	70,665	27,727	283,013	238,818	31,083	146,602	395,118	442,998	838,116	3,602
1892.....	12,023	29,405	88,221	22,763	280,315	229,437	37,037	172,594	417,596	454,199	871,795	3,928
1893.....	10,752	34,303	214,047	33,741	351,994	282,724	50,994	307,740	627,787	658,508	1,286,295	4,585
1894.....	18,528	30,201	139,720	20,830	302,562	269,788	37,406	192,992	498,216	513,811	1,012,027	4,131
1895.....	8,838	24,768	138,554	17,712	262,240	216,542	32,295	185,730	441,927	444,752	886,679	4,427
1896.....	11,496	19,093	195,228	21,953	357,205	292,359	40,416	290,370	604,345	623,775	1,228,120	4,650
1897.....	14,666	18,367	269,430	17,618	338,938	277,345	26,341	347,698	649,375	661,028	1,310,403	4,675
1898.....	12,142	9,541	233,524	32,880	308,878	305,464	32,331	336,004	586,875	683,889	1,270,764	4,264
1899.....	17,217	18,044	172,897	30,002	1,605,887	1,156,503	51,902	234,336	1,846,848	1,438,885	3,285,733	6,101
1900.....	13,316	17,824	157,689	30,443	1,208,725	744,276	45,741	190,971	1,425,471	983,514	2,408,985	5,502
1901.....	11,587	18,706	177,169	28,124	922,464	1,044,707	54,895	224,622	1,166,115	1,316,159	2,482,274	5,634
1902.....	13,622	37,871	187,826	70,641	1,756,948	1,654,672	123,257	241,602	2,081,653	2,004,786	4,086,439	6,433
1903....	14,014	24,168	265,208	65,247	1,736,187	1,689,414	106,401	335,836	2,121,810	2,114,665	4,236,475	6,695
1904.....	10,122	16,890	275,721	39,993	1,464,316	1,475,085	68,081	305,697	1,818,240	1,837,665	3,655,905	6,253
1905.....	19,743	19,444	364,985	81,876	2,350,494	1,701,704	101,536	456,459	2,836,758	2,259,483	5,096,241	7,085
1906.....	34,306	15,324	356,259	78,561	2,738,623	1,928,131	115,675	418,436	3,244,863	2,440,452	5,685,315	7,319
1907.....	57,349	72,018	304,591	72,048	4,730,053	5,376,060	205,769	623,941	5,463,767	6,141,067	11,604,834	9,328

Tonnage of Articles carried through Canadian Canals, from 1888 to 1907.

Articles.	1888.	1889.	1890.	1891.	1892.	1893.	1894.	1895.	1896.	1897.
1. Bricks	13,635	10,299	12,359	14,273	12,001	14,727	10,725	9,122	10,855	10,903
2. Cement	16,878	6,432	3,164	5,406	4,822	10,754	10,591	9,652	7,829	12,820
3. Iron (all kinds)	32,756	44,186	39,798	22,167	17,986	30,197	25,837	28,471	30,334	41,949
4. Steel	39	10,056	198	7,067	3,606	1,258	1,565	2,759	13,716	6,854
5. Stone for cutting	13,208	19,930	13,891	13,750	3,972	357	166	1,243	1,355	1,713
6. Apples	3,387	3,695	4,329	7,566	7,190	3,929	5,160	3,473	16,716	5,204
7. Barley	8,588	8,821	14,185	27,840	16,504	20,700	29,358	10,186	15,328	19,168
8. Corn	202,516	356,446	344,261	197,604	196,913	450,330	174,279	173,269	339,092	395,753
9. Flour	23,830	11,416	20,706	20,684	25,746	26,136	43,751	50,343	49,576	15,930
10. Hay pressed	4,740	3,617	3,623	5,648	5,867	12,100	18,090	22,121	10,973	5,990
11. Meals (all kind)	12,643	20,313	22,211	27,021	33,097	37,272	61,426	48,008	47,889	44,014
12. Oats	30,529	31,977	33,857	64,300	90,682	53,620	30,957	20,158	650 48,962	82,527
13. Potatoes	779	632	880	814	950	417	252	232	394	1,528
14. Seeds	3,405	10,804	2,273	10,273	6,776	6,193	4,612	182	5,645	1,576
15. Agric. Products Vegetables.	9,100 1,026	21,901	10,700	8,321	15,669	10,589	1,484	5,811	6,945	1,751
16. Cattle	967	950	1,303	1,220	879	788	808	723	877	1,199
17. Horses	638	610	728	693	844	773	774	2,568	931	878
18. Pork	1,078	1,571	1,190	1,152	870	608	1,331	811	1,177	945
19. Sheep	709	542	653	699	663	528	675	793	613	646
20. Marble	4,699	4,502	4,476	3,590	3,214	2,168	853	898	32	534
21. Sugar	10,423	9,160	8,624	4,112	9,886	13,246	31,586	16,050	23,737	14,243
22. Whisky	1,347	1,416	1,580	1,681	1,335	1,050	1,183	1,498	850	1,054
23. Firewood	135,048	100,636	109,785	115,089	169,971	220,516	177,905	202,938	218,204	271,112
24. Lumber sawn	798,449	899,209	745,929	673,020	760,251	671,926	642,742	587,226	600,580	595,522
25. Railway ties	25,966	16,022	10,799	10,165	12,589	9,418	3,926	6,383	4,440	9,558
26. Square timber	48,270	79,791	74,895	25,301	48,983	47,871	48,359	64,875	57,618	86,104
27. Saw logs	43,313	36,927	27,093	36,367	44,156	33,137	29,299	29,075	28,220	40,313
28. Coal	507,155	553,868	470,808	511,729	517,261	537,279	517,532	466,234	534,400	379,111
29. Iron ore	16,872	2,433	5,367	3	Nil.	Nil.	Nil.	60	490	Nil.
30. Timber and other woods free.	39,590	69,286	72,075	69,247	47,565	66,673	53,221	59,169	45,027	68,017
31. *Wheat, Corn, Flour, Iron, Salt, Coal	306,192	424,915	362,072	403,045	380,934	663,013	408,781	381,518	593,272	695,086
32. Wheat	155,248	185,180	143,952	230,840	301,486	285,799	279,720	209,984	335,469	370,167

* These articles were free, going westward, in the years when tolls were charged, and appear in this grouped form in the Statistics of the Department.

Tonnage of Articles carried through Canadian Canals from 1888 to 1907—*Concluded.*

Articles.	1898.	1899.	1900.	1901.	1902.	1903.	1904.	1905.	1906.	1907.
1. Bricks	9,873	11,075	18,343	18,697	17,884	11,086	9,097	23,814	17,713	20,953
2. Cement	19,351	6,938	10,628	20,079	22,614	28,600	25,539	31,942	45,619	78,347
3. Iron (all kinds)	26,979	27,158	46,153	79,415	118,916	135,160	123,121	145,260	218,801	226,674
4 Steel	9,387	17,684	8,861	4,013	2,104	8,514	4,300	5,661	4,632	22,740
5. Stone for cutting	2,785	5,364	2,432	2,539	3,228	4,961	576	23,511	31,937	35,969
6. Apples	3,412	4,480	6,182	1,973	7,695	13,480	11,865	9,217	8,046	8,258
7. Barley	15,510	28,353	26,754	27,699	38,137	51,003	75,538	114,226	123,950	154,986
8. Corn	624,854	399,915	348,493	185,893	81,645	338,132	189,739	257,387	244,122	410,671
9. Flour	34,061	39,618	97,545	171,400	357,104	359,848	260,630	243,938	297,937	378,644
10. Hay pressed	5,880	15,492	25,998	38,277	41,537	50,129	32,576	33,354	26,811	25,121
11. Meals (all kind)	25,580	21,310	17,175	15,812	29,321	29,989	24,174	14,814	27,472	49,612
12. Oats	75,079	65,495	96,062	72,978	46,717	66,621	72,723	101,258	209,286	343,984
13. Potatoes	1,820	2,528	3,505	4,409	4,802	6,804	5,351	7,420	5,853	6,535
14. Seeds	5,783	7,345	3,308	4,602	8,303	6,828	5,477	3,727	1,455	255,679
15. Agric. Products Vegetables	3,320	2,952	1,909	2,663	9,178	3,219	2,688	6,470	4,805	10,978
16. Cattle	1,515	1,299	972	1,386	1,538	1,236	1,766	1,468	932	552
17. Horses	1,064	1,049	869	1,192	1,258	1,544	1,605	1,346	1,685	784
18. Pork	3,412	2,317	1,074	1,720	1,740	1,483	1,337	1,213	834	1,185
19. Sheep	451	535	504	557	743	302	605	616	514	332
20. Marble	208	2,428	3,906	2,223	1,262	1,521	22	2,475	2,575	2,406
21. Sugar	17,401	20,238	20,313	11,890	14,353	8,190	9,203	27,275	42,801	62,634
22. Whisky	1,029	1,504	1,595	1,572	2,876	5,000	5,396	6,680	9,970	10,682
23. Firewood	187,216	212,076	227,108	217,105	307,172	320,765	440,254	423,693	468,133	59,999
24. Lumber sawn	593,261	597,109	521,282	472,951	557,607	583,522	476,436	591,028	645,257	533,294
25. Railway ties	6,467	16,423	7,587	12,508	7,653	4,603	3,788	7,470	5,608	3,371
26. Square timber	50,844	26,288	25,943	32,293	26,281	32,286	43,557	13,215	18,585	37,124
27. Saw logs	23,887	13,919	34,684	19,073	24,144	20,510	26,630	58,949	90,929	35,628
28. Coal	480,316	468,912	1,028,113	1,033,762	782,053	1,590,595	1,570,113	1,596,935	1,804,974	3,546,683
29. Iron ore	13,433	26,420	1,058,052	1,712,320	2,556,279	2,703,827	2,482,181	2,959,300	2,970,637	10,105,016
30. Timber and other woods free	28,952	32,624	38,296	48,666	68,615	68,487	64,808	68,629	70,015	
31. *Wheat, Corn, Flour, Iron, Salt, Coal	652,349	454,895	352,499	280,902	395,078	558,897	427,614	553,866	709,320	
32. Wheat	299,055	329,086	293,638	669,557	1,309,218	1,433,288	1,202,716	1,248,567	1,406,741	2,473,202

* Wheat, corn, flour, iron, salt and coal form grouped item No. 31, although the same commodities appear separately in the list. This was because they were free in the years when tolls were collecfed. Tolls having been abolished this item hereafter will not appear in the statistical tables in the above form. Item 12 includes flaxseed.

It is gratifying to observe that not only has there been a very large increase in the aggregate volume of freight carried through the canals of Canada, but that a growing proportion of the traffic is in Canadian vessels, and from Canadian ports to Canadian ports. When the plan which is to be inaugurated this year—with respect to the country of origin—has been made effective, it will be possible to give an accurate analysis of the international character of our canal business.

The capital expenditure on the canals of Canada up to 31st March, 1907, aggregated $91,734,718.21. This is apart from the outlay by the Imperial Government, the records relating to which were lost in the destruction by fire of the Ordnance Office, Montreal, in 1852. The details are as follows :—

Canal.	Construction.	Enlargement.	Total.
	$ cts.	$ cts.	$ cts.
St. Peter's	648,547 14		648,547 14
Lachine	2,589,532 85	9,008,217 93	11,597,750 78
Beauharnois	1,636,690 26		1,636 690 26
St. Lawrence River and Canals	18,442 85	3,293,397 95	3,311,840 80
Lake St. Louis		298,176 11	298,176 11
Lake St. Francis		75,906 71	75,906 71
Cornwall	1,945,624 73	5,278,659 97	7,224,284 70
Williamsburg—Farran's Point		877,090 57	
Williamsburg—Galops		6,006,626 92	10,373,311 29
Williamsburg—Rapide Plat		2,158,242 00	
Williamsburg—Williamsburg	1,320,655 54	10,696 26	
Welland	7,693,821 03	19,582,045 37	27,275,869 40
Ste. Anne's	134,456 51	1,035,759 12	1,170,215 63
*Carillon and Grenville	63,053 64	4,119,039 32	4,182,092 96
Culbute	382,776 46		382,776 46
Rideau	4,085,889 21		4,085,889 21
St. Ours	121,537 65		121,537 65
Chambly	637,056 76		637,056 76
Murray	1,248,820 26		1,248,820 26
Trent	5,430,488 66		5,430,488 66
Tay	489,599 23		489,599 23
Sault Ste. Marie	4,639,180 62		4,639,180 62
Soulanges	6,904,683 58		6,904,683 58
Total	39,990,859 98	51,743,858 23	91,734,718 21

Through the much appreciated courtesy of Mr. Collingwood Schreiber, C.M.G., and Mr. Ernest Marceau, C.E., I have been able to present in an appendix certain important historical facts in relation to the canals of Canada which have not heretofore been available.

I have the honour to be, Sir,

Your obedient servant,

J. L. PAYNE,

Comptr

CANAL STATISTICS FOR SEASON OF NAVIGATION, 1907

For the season of navigation of 1906 and 1907, all the canals were declared free, consequently no tolls were collected for the present year. The statistics as compiled shows the revenue as it would appear if tolls had been collected.

Both the revenue and tonnage show a large increase on all the canals for the present year, as per statement herewith presented.

REVENUE.

The total revenue, exclusive of hydraulic rents for two years, is as follows :—

For 1906	$ 379,549 70
For 1907	456,781 86

By comparing the statistics of 1906 with 1907, it will be seen that the gross revenue has increased $77,232.16.

The increases and decreases are as follows :—

	Increase.	Decrease.
On the Welland Canal	$ 52,376 23	$
" St. Lawrence Canals	23,428 21	
" Chambly Canal	5,713 86	
" Ottawa Canals		5,409 76
" Rideau Canals		389 94
" St. Peter's Canal		96 40
" Trent Valley Canals	252 36	
" Murray Canal	357 60	
" Sault Ste. Marie Canal		
Total	$ 83,128 26	$ 5,896 10
Total increase	77,232 16	

STATEMENT of the Revenue, together with the increases and decreases of all the Canals for the seasons of Navigation from 1891 to 1907, inclusive.

Years.	Revenue.	Increase.	Decrease.
1891	$ 350,351 97	$ 2,292 46	
1892	358,711 04	8,359 07	
1893	348,012 00		$ 10,699 04
1894	307,824 67		40,187 33
1895	283,211 41		24,613 26
1896	350,061 03	66,849 62	
1897	346,758 87		3,302 16
1898	341,679 23		5,079 64
1899	291,652 37		50,026 86
1900	269,116 25		22,536 12
1901	250,949 57		18,166 68
1902	227,577 93		23,371 64
1903	333,086 86	105,518 93	
1904	291,676 97		41,419 89
1905	356,405 68	64,728 71	
1906	379,549 70	23,144 02	
1907	456,781 86	77,232 16	

GRAIN PASSED DOWN WELLAND.

The quantity of barley, corn, oats, pease, rye and wheat passed down the Welland Canal, from ports west of Port Colborne for a period of twenty-six years is as follows :—

	Quantity passed down to Montreal.	Quantity on which full tolls were paid. (Free for 1904.)	
		To ports in Ontario.	Quantity from U.S. Ports to U.S. Ports.
	Tons.	Tons.	Tons.
1882	180,694		63,881
1883	186,814	10,650	121,876
1884	142,194	12,153	104,537
1885	96,569	11,909	117,346
1886	203,940	9,881	151,551
1887	185,034	11,838	134,868
1888	160,358	25,599	169,664
1889	267,769	19,075	213,766
1890	288,513	16,899	245,932
1891	295,509	6,805	202,710
1892	261,954	8,942	201,540
1893	501,806	25,555	222,958
1894	273,651	16,699	203,979
1895	231,491	32,096	133,823
1896	461,049	73,386	160,372
1897 *	560,254	53,257	157,756
1898	519,532	31,279	144,612
1899	332,746	40,197	68,011
1900	244,661	17,525	84,589
1901	151,566	13,732	83,370
1902	208,215	22,787	81,164
1903	351,936	29,062	111,828
1904	198,246	23,711	102,523
1905	341,431	42,061	129,270
1906	404,935	33,351	176,119
1907	635,573	42,032	163,295

* Of the quantity of grain passed down to Montreal there were transhippd at Ogdensburg, in 1891, 17,817 tons; in 1892, 4,341 tons; in 1893, 71,445 tons; in 1894, 23,030 tons; in 1895, 18,987 tons; in 1896, 77,355 tons; in 1897, 89,659 tons, in 1898, 40,257 tons; in 1899, 48,828 tons; in 1900, 38,403 tons; in 1901, 17,387 tons; in 1902, 34,039 tons; in 1903, 40,641 tons; none in 1904, 1905 nor 1906.

The tolls on grain for passage through the Welland Canal prior to 1884 were 20 cents a ton ; since that date, however, reductions have been made by Orders in Council from year to year as follows :—Upon the urgent request of forwarders and others interested in the grain trade, a reduction was made of one-half the usual rate of tolls on grain passing down the Welland Canal and the St. Lawrence Canals to Montreal ; and in 1885 tolls were reduced to 2 cents a ton, and thereafter from year to year, including 1891.

In 1892 the tolls were reduced to 2 cents a ton on grain passed down the Welland and St. Lawrence Canals and exported, and in such cases only.

In 1893 by Order in Council of February 13, the tolls were reduced to 10 cents a ton on grain passing eastward through the Welland Canal, irrespective of its destination, and the same rate of tolls for 1894 were allowed by O.C., April 16, 1894.

For the year 1895 (O.C., April 1, 1895), the same rate of tolls was allowed as was granted for the year 1894.

For the year 1896 (O.C., April 23, 1897), the same rate of tolls was allowed as was granted for the year 1895.

For the year 1897 (O.C., April 17, 1897), the same rate of tolls was allowed as was granted for the year 1896.

For the year 1898 (O.C., June 1, 1898), the same rate of tolls was allowed as was granted for the year 1897.

For the year 1899 (O.C., April 10, 1899), the same rate of tolls was allowed as was granted for the year 1898.

For the year 1900 (O C., February 20, 1900), the same rate of tolls was allowed as was granted for the year 1899.

For the year 1901 (O.C., May 3, 1901), the same rate of tolls was allowed as was granted for the year 1900.

For the year 1902 (O.C., April 1, 1902), the same rate of tolls was allowed as was granted for the year 1901.

For the year 1903, the canals were declared free of tolls. O.C., April 27, 1903.
For the year 1904, the canals were declared free of tolls. O.C., April 27, 1903.
For the year 1905, the canals were declared free of tolls. O.C., April 27, 1903.
For the year 1906, the canals were declared free of tolls. O.C., April 27, 1903.
For the year 1907, the canals were declared free of tolls. O.C., April 27, 1903.

The rate through the St. Lawrence Canals only was 10 cents a ton.

It may be remarked that goods having paid full tolls on the Welland Canal are allowed to pass down the St. Lawrence Canals to Montreal free from payment of any further tolls.

During the last decade the quantity of agricultural products as above, passed down the Welland and St. Lawrence Canals to Montreal, has increased from 519,535 tons in 1898 to 635,573 tons in 1907, and the quantity passed down the Welland Canal from United States ports to United States, has increased from 144,612 to 163,295 tons for the same years.

The quantity of barley, buckwheat, corn, oats, pease, rye and wheat, arrived at Montreal via Grand Trunk and Canadian Pacific Railways for a period of 13 years, is reported as follows :—

	Tons.
For 1895	51,114
1896	153,717
1897	228,611
1898	293,391
1899	209,170
1900	229,624
1901	227,700
1902	263,861
1903	253,959
1904	154,625
1905	148,377
1906	386,963
1907	383,735

The quantity of the same articles passed down the whole length of the St. Lawrence canals to Montreal for the same period was :—

	Tons.
For 1895	247,550
1896	495,898
1897	604,200
1898	575,097
1899	372,291
1900	295,928
1901	203,316
1902	242,225
1903	400,057
1904	220,076
1905	375,630
1906	449,673
1907	684,697

Comparative shipments of grain by the St. Lawrence route, and rail and water via the State of New York, are as follows:—

QUANTITY OF GRAIN TO SEA BOARD BY COMPETING ROUTES.

The quantity of grain and pease passed down the whole length of the St. Lawrence canal to Montreal, is as follows:—

	Tons.
For 1906	404,935
1907	635,573
Showing an increase of	230,638

The quantity of grain and pease carried to Montreal via Canadian Pacific and Grand Trunk Railways, is reported as follows:—

	Tons.
For 1906	386,963
1907	383,735
Showing a decrease of	3,228

The quantity of grain arrived at the tide-water by New York canals, is reported as follows:—

	Tons.
For 1906	294,467
1907	239,844
Showing a decrease of	54,623

The quantity of grain carried to tide-water by the New York railways, is reported as follows:—

	Tons.
For 1906	3,942,771
1907	3,845,845
Showing a decrease of	96,926

The increases and decreases for 1907 as compared with 1906 on the several routes competing for the carrying trade to the sea board are as follows:—

—	Increase.	Decrease.	Increase.	Decrease.
	Tons.	Tons.	Per cent.	Per cent.
On the St. Lawrence	230,638		56·94	
" Canadian Pacific and Grand Trunk Railways.		3,228		·84
" New York Canals		54,623		18·55
" " Railways		96,926		2·47

By reference to Appendix U, it will be seen that the quantity of freight from ports west of Port Colborne to the United States ports, Oswego, Ogdensburg, &c., has decreased from 312,349 tons in 1896 to 256,422 tons in 1907, and the quantity to Ontario ports between Port Dalhousie and Cornwall, and a decrease from 172,950 tons in 1896 to 168,455 tons in 1907. The quantity passed down to Montreal shows an increase from 479,442 tons in 1896 to 789,167 tons in 1907.

TRANSHIPMENT OF GRAIN.

The quantity of grain passed down the Welland Canal in Canadian and United States vessels to Kingston and Prescott for fifteen years, is as follows :—

In Canadian vessels there were in—

		Tons.
1893,	146 cargoes, with an aggregate quantity of	148,962
1894,	125 " "	159,145
1895,	123 " "	136,617
1896,	196 " "	227,912
1897,	180 " "	229,265
1898,	166 " "	224,021
1899,	162 " "	221,306
1900,	325 " "	183,200
1901,	112 " "	132,558
1902,	131 " "	175,514
1903,	170 " "	218,840
1904,	115 " "	174,121
1905,	167 " "	239,418
1906,	205 " "	344,605
1907,	255 " "	427,813

In the United States vessels there were is—

		Tons.
1893,	257 cargoes, with an aggregate quantity of	328,269
1894,	84 " "	106,236
1895,	56 " "	73,987
1896,	158 " "	217,978
1897,	197 " "	285,847
1898,	339 " "	464,852
1899,	167 " "	205,571
1900,	259 " "	163,575
1901,	135 " "	123,229
1902,	135 " "	136,652
1903,	219 " "	273,986
1904,	118 " "	150,359
1905,	235 " "	273,344
1906,	178 " "	269,800
1907,	263 " "	413,087

One hundred and two Canadian and 14 American vessels took cargoes of 168,796 tons through to Montreal intact in 1907; 74 Canadian and 10 American of 108,734 tons in 1906; 96 Canadian and 18 American of 180,206 in 1905; 56 Canadian and 16 American of 116,095 tons in 1904; 56 Canadian and 18 American of 99,582 tons in 1903; 19 Canadian and 17 American of 34,804 tons in 1902; 23 Canadian and 2 American of 17,303 tons in 1901, 15 of 7,924 tons in 1900, 2 of 558 tons in 1899, 7 of 2,426 in 1898, 7 of 2,324 in 1997, 3 of 1,176 in 1896, 4 of 1,344 tons in 1805, 2 cargoes of 810 tons in 1894, none in 1893, 2 in 1892 of 924 tons, and 3 in 1891 of 1,441 tons. Three vessels lightened a portion of their cargoes in 1901, 9 in 1900, 11 in 1899, 25 in 1898, 11 in 1897, 16 in 1896, 6 in 1895, 19 in 1894, 34 in 1893, 25 in 1892, and 44 in 1891; 222 vessels discharged the whole of their cargoes at Kingston in 1901, 540 in 1900, 316 in 1899, 473 in 1898, 359 in 1897, 335 in 1896, 169 in 1895, 188 in 1894, 369 in 1893, 220 in 1892, and 293 in 1891.

The quantity of grain transhipped at Port Colborne in 1907 and the four previous years is given below.

The total number of grain-laden vessels lightened at this port in 1907 was 93, against 72 the previous year.

The quantity of grain lightened was as follows :—

Articles.	1903.	1904.	1905.	1906.	1907.
	Bush.	Bush.	Bush.	Bush.	Bush.
Wheat	670,302	175,117	679,840	1,009,474	1,428,300
Corn	834,718	408,976	104,027	110,629	112,036
Rye	13,768				
Oats	2,765	15,353		29,118	30,824
Barley	13,242	9,686		2,103	
Flax Seed					39,040

The quantity of wheat discharged at Port Colborne in 1907 and two previous years from vessels which did not enter the canal, is as follows :—

1905.	1906.	1907.
Bush.	Bush.	Bush.
108,459	383,437	74,014

WELLAND CANAL.

The total quantity of freight passed on the Welland Canal during the season of 1907 was 1,614,132 tons ; of this quantity 9,811 tons were way or local freight.

There were 1,223,968 tons of freight passed eastwards, and 390,164 passed westwards.

East and west bound Through Freight.

The total quantity of through freight passed through the whole length of the Welland Canal during the season of 1907 was 1,604,321 tons.

Of this quantity 1,214,544 tons were east bound and 389,777 west bound freight.

Of the east bound through freight, Canadian vessels carried 593,384 tons and United States vessels carried 621,160 tons ; and of the west bound through freight Canadian vessels carried 143,456 tons and United States vessels carried 246,321 tons, or a total of 736,840 tons for Canadian and 867,481 tons for American vessels.

ST. LAWRENCE CANALS.

The total quantity of freight passed through these canals during 1907 was 2,100,466 tons ; of this quantity 1,316,354 tons passed eastward and 784,112 passed westward.

East and west bound Through Freight.

The total quantity of through freight was 1,607,257 tons ; of this quantity 1,206,824 tons were east bound and 400,433 tons were west bound.

Way Freight.

Of the total quantity of (way) or local freight 109,530 tons were east bound and 383,679 tons west bound freight.

SESSIONAL PAPER No. 20a

THROUGH TRAFFIC BETWEEN MONTREAL AND PORTS ON LAKE ERIE, MICHIGAN, ETC.

The total quantity of through freights passed eastward and westward through the Welland and St. Lawrence canals, from Lake Erie to Montreal during fifteen years, is as follows :—

	Eastward to Montreal. Tons.	Westward from Montreal. Tons.
1893	508,016	16,545
1894	292,191	9,439
1895	266,659	10,555
1896	480,077	10,050
1897	584,246	4,542
1898	538,108	4,436
1899	354,933	5,991
1900	288,251	6,217
1901	184,420	13,714
1902	250,475	25,289
1903	390,786	100,699
1904	278,328	71,512
1905	448,704	72,482
1906	554,231	96,791
1907	789,167	1,281

THROUGH FREIGHT FROM UNITED STATES PORTS TO UNITED STATES PORTS.

The total quantity of through freight passed eastward and westward through the Welland Canal, from United States ports to United States ports, for a period of fifteen years, is as follows :—

	Eastward. Tons.	Westward. Tons.	Total. Tons.
1893	384,559	247,108	631,667
1894	361,319	230,948	592,267
1895	255,259	214,520	469,779
1896	385,695	267,518	653,213
1897	353,863	210,831	564,694
1898	277,023	210,516	487,539
1899	225,491	135,038	360,529
1900	218,969	99,560	318,529
1901	190,476	83,543	274,019
1902	224,110	44,919	269,029
1903	221,074	149,151	370,225
1904	165,337	87,144	252,481
1905	190,547	112,549	303,096
1906	237,226	84,205	321,431
1907	218,997	177,660	396,657

The total quantity of freight passed through the Welland Canal from United States ports to United States ports shows an increase of 75,226 tons as compared with the previous year ; and a decrease of 235,010 tons as compared with 1893.

The following statement shows the aggregate number of vessels, and the total quantity of freight passed through the Welland Canal, and the quantity passed between United States ports during the years 1867 to 1907 inclusive :—

Fiscal Year.	Aggregate number of Vessels.	Total quantity transported on the Welland Canal.	Quantity passed from United States ports to United States ports.
	Number.	Tons.	Tons.
1867	5,405	933,260	458,386
1868	6,157	1,161,821	641,711
1869	6,069	1,231,903	688,700
1870	7,356	1,311,956	747,567
1871	7,729	1,478,122	772,756
Season of navigation.			
1872	6,063	1,333,104	606,627
1873	6,425	1,506,484	656,208
1874	5,814	1,389,173	748,557
1875	4,242	1,038,050	477,809
1876	4,789	1,099,810	488,815
1877	5,129	1,175,398	493,841
1878	4,429	968,758	373,738
1879	3,960	865,664	284,043
1880	4,104	819,934	179,605
1881	3,332	686,506	194,173
1882	3,334	790,643	282,806
1883	3,267	1,005,156	432,611
1884	3,138	837,811	407,079
1885	2,738	784,928	384,509
1886	3,589	980,135	464,478
1887	2,785	777,918	340,501
1888	2,647	878,800	434,753
1889	2,975	1,085,273	563,584
1890	2,882	1,016,165	533,957
1891	2,594	975,013	553,800
1892	2,615	955,554	541,065
1893	2,843	1,294,823	631,667
1894	2,412	1,008,221	592,267
1895	2,222	869,595	469,779
1896	2,766	1,279,987	653,213
1897	2,725	1,274,292	564,694
1898	2,384	1,140,077	487,539
1899	2,202	789,770	360,529
1900	2,399	719,360	318,529
1901	1,547	620,209	274,019
1902	1,568	665,387	269,029
1903	1,787	1,002,919	370,225
1904	1,433	811,371	252,481
1905	1,595	1,092,050	305,096
1906	1,536	1,201,967	321,431
1907	1,982	1,614,132	396,743

The total quantity of freight passed through the several divisions of the canals during the season of 1907 is as follows :—

—	Farm Stock.	Forest Produce of Wood.	Manufactures.	Merchandise.	Agricultural Products.	Total.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Welland	1	170,097	124,035	372,696	947,303	1,614,132
St. Lawrence	766	359,833	174,268	741,404	824,195	2,100,466
Chambly	182	482,025	7,578	123,645	11,852	625,282
Ottawa	766	271,257	2,333	56,015	7,479	337,850
Rideau	8	30,018	7,618	37,807	6,918	82,369
St. Peters	4	8,527	3,188	48,330	13,118	73,167
Murray	23	2,926	6,073	38,618	4,762	52,402
Trent Vallley	445	63,128	909	4,447	877	69,806
Sault Ste. Marie	51	97,989	223,956	12,933,101	2,333,068	15,588,165

The total quantity of freight moved on the Welland Canal was 1,614,132 tons, of which 947,303 tons were agricultural products.

On the St. Lawrence canals the total quantity of freight moved was 2,100,466 tons, of which 824,195 were agricultural products. and 741,404 tons were merchandise.

On the Ottawa canals the total quantity of freight moved was 337,850 tons ; of this quantity 271,257 tons were the produce of the forest.

STATISTISCAL COMPARISON OF VARIOUS UNITED STATES ROUTES.

The statistical comparisons heretofore given in respect to the quantities of the principal articles carried through the Welland Canal, and those carried over routes in the United States, in competition with that work, have been continued to date.

By reference to statement H, as to the quantity of vegetable food carried to tidewater it will be observed that that the quantity carried by the New York Canals was 521,111 tons in 1907, 572,080 tons in 1906, 346,200 tons in 1905, 361,333 tons in 1904, 512,601 tons in 1903. 489,053 in 1902, 557,099 in 1901, 472,857 in 1900, 577,486 in 1899, 653,027 in 1898, 744,575 in 1897, 957,182 in 1896, 606,505 in 1895, 1,400,129 in 1894, 1,450,116 in 1893, 937,999 in 1892, and 1,092,385 in 1891.

The quantities of vegetable food carried by the New York Central, Erie and New York, West Shore and Buffalo Railways being :—

	Tons.		Tons.
In 1907	5,349,284	In 1893	5,107,426
1906	5,350,042	1892	5,913,013
1905	4,475,888	1891	5,565,381
1904	4,632,082	1890	4,336,199
1903	5,548,603	1889	3,654,984
1902	6,532,263	1888	3,197,734
1901	3,334,001	1887	*3,847,766
1900	6,053,005	1886	*3,802,262
1899	6,211,827	1885	4,105,594
1898	7,060,542	1884	3,639,805
1897	5,673,638	1883	4,422,461
1896	5,183,540	1882	3,885,557
1895	*3,798,574	1880	4,732,385
1894	4,281,056	1869	1,087,809

* Flour and grain only.

The following figures are an abstract of the quantities of vegetable food carried to tide water by the canals and railways of the State of New-York during thirty-eight years :—

—	Canals.	Railways.	Total.	Proportions by Canals.
	Tons.	Tons.	Tons.	Tons.
1869	1,302,613	1,087,809	2,390,342	·545
1870	1,295,010	1,766,467	3,061,467	·423
1871	1,850,198	2,205,589	4,055,787	·456
1872	1,674,320	1,870,614	3,544,934	·472
1873	1,745,171	2,036,992	3,782,163	·461
1874	1,767,598	2,791,517	4,559,115	·387
1875	1,305,550	2,343,241	3,648,791	·357
1876	1,064,293	2,875,803	3,940,096	·270
1877	1,498,984	2,493,683	3,992,667	·375
1878	1,912,734	3,695,764	5,608,498	·341
1879	1,833,399	4,353,617	6,187,016	·296
1880	2,371,090	4,732,385	7,103,475	·333
1881	1,116,561	4,983,722	6,100,283	·183
1882	1,118,776	3,885,557	5,004,333	·223
1883	1,379,000	4,422,461	5,801,461	·237
1884	1,236,986	3,639,805	4,876,791	·253
1885	1,063,310	4,105,594	5,168,904	·205
1886	1,489,886	3,800,262	5,292,148	·281
1887	1,539,403	3,847,766	5,387,169	·285
1888	1,166,958	3,197,734	4,364,692	·267
1889	1,296,896	3,654,984	4,951,880	·262
1890	1,167,901	4,336,199	5,504,100	·212
1891	1,092,355	3,565,381	4,657,736	·234
1892	937,999	5,913.013	6,851,012	·137
1893	1,452,563	5,107,426	6,599,989	·284
1894	1,400,129	4,281,056	5,681,185	·327
1895	602,505	3,798,574	4,401,079	·159
1896	957,182	5,183,540	6,140,722	·156
1897	744,575	5,673,638	6,418,213	·116
1898	653,027	7,060,542	7,713,569	·085
1899	577,486	6,211,827	6,789,313	·086
1900	472,857	6,053,005	6,525,862	073
1901	557,099	6,334,001	6,891,100	·081
1902	489,053	6,532,263	7,021,316	·069
1903	512,601	5,548,603	6,061,204	·081
1904	361,333	4,632,082	4,993,415	·073
1905	346,200	4,475,888	4,822,088	·072
1906	572,080	5,350,042	5,992,122	·097
1907	521,111	3,845,845	4,366,956	·119

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COMPARATIVE STATEMENT OF TRAFFIC BY RAILWAYS AND CANALS VIA THE STATE OF NEW YORK.

On reference to the returns made by the railways to the state authorities of New York, and to the canal statistics submitted to the state legislature, I find that of the total tonnage of freight carried by the canals and railways, the state canals carried :—

	Per cent.		Per cent.
In 1850	68·9	In 1888	18·8
1869	47·0	1889	15·1
1870	38·9	1890	13·9
1871	38·9	1891	13·4
1872	40·1	1892	9·8
1873	34·9	1893	10·1
1874	31·7	1894	10·2
1875	28·4	1895	9·7
1876	24·6	1896	8·5
1877	28·3	1897	8·3
1878	27·1	1898	6·9
1879	23·7	1899	7·2
1880	25·1	1900	5·2
1881	18·5	1901	5·1
1882	19·0	1902	5·5
1883	18·7	1903	5·6
1884	19·0	1904	4·6
1885	17·1	1905	4·5
1886	16·9	1906	4·5
1887	16·3	1907	4·4

The quantity of freight carried by the canals and railways was more in 1907 by 5,332,563 tons than the quantity carried in 1906, and an increase of 75,123,611 tons over 1869.

The quantities carried were as follows :—

	Total Tonnage.	Proportion by canals.
In 1859	5,485,076	·6890
1869	12,453,174	·4705
1870	15,148,174	·3895
1871	15,844,152	·3896
1872	16,631,609	·4012
1873	18,200,208	·3497
1874	18,283,547	·3174
1875	17,101,758	·2841
1876	16,948,627	·2462
1877	17,489,770	·2833
1878	19,017,301	·2719
1879	22,590,766	·2373
1880	25,706,586	·2512
1881	27,857,394	·1859
1882	28,693,054	·1905
1883	30,167,119	·1877
1884	26,293,844	·1905
1885	27,543,948	·1718
1886	31,168,744	·1698
1887	34,029,791	·1632
1888	26,244,610	·1883
1889	35,466,042	·1514

QUANTITY of freight carried—*Concluded.*

	Total Tonnage.	Proportion by Canals.
1890	37,624,199	·1394
1891	38,524,179	·1343
1892	43,618,569	·0982
1893	42,953,233	·1009
1894	37,916,412	·1024
1895	36,170,339	·0967
1896	43,756,051	·0849
1897	43,711,512	·0828
1898	49,311,030	·0682
1899	51,702,761	·0713
1900	65,433,541	·0512
1901	65,640,837	·0506
1902	72,075,774	·0549
1903	72,283,508	·0559
1904	68,510,495	·0459
1905	73,753,141	·0458
1906	82,244,222	·0458
1907	87,576,785	·0405

Average freight rates, grain, Chicago to Buffalo :—(as reported by the Secretary Merchants' Exchange, Buffalo) :—

Year.	Wheat.	Year.	Wheat.
1881	3·2	1895	1·9
1882	2·5	1896	1·7
1883	3·5	1897	1·5
1884	2·1	1898	1·5
1885	2·0	1899	2·5
1886	3·6	1900	1·8
1887	4·1	1901	1·6
1888	2·7	1902	1·5
1889	2·5	1903	1·4
1890	1·9	1904	1·5
1891	2·5	1905	1·7
1892	2·2	1906	1·7
1893	1·6	1907	1·5
1894	1·2		
		Average twenty-seven years	2·2

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COMPARATIVE STATEMENT of the Commerce through the United States, St. Mary's Falls Canals and Canadian Sault Ste. Marie Canal, for the seasons of 1906 and 1907.

	Traffic of 1906.		Total Traffic for		Increase.	Decrease.
	United States canal.	Canadian Canal.	Season of 1907.	Season of 1906.	Amount.	Amount.
Vessels ....Number	14,091	6,349	20,440	22,155	.....	1,715
Lockages..... "	9,424	4,596	14,020	14,523	.....	503
Tonnage registered.....Net tons	32,001,110	12,115,969	44,117,079	41,148,917	2,968,162	.. ..
" freight..... "	42,631,846	15,588,165	58,220,011	51,754,331	6,465,680	.....
Passengers.....Number	32,875	30,660	63,535	63,209	326	.....
Coal (hard).....Net tons	1,261,428	260,590	1,522,018	1,016,580	605,438	..... .
" (soft) .... "	7,636,668	2,273,237	9,909,905	7,727,820	2,182,085	... .
Flour.....Barrels	3,406,322	3,109,113	6,515,435	6,539,537	.....	24,102
Wheat... ....Bushels	48,842,276	49,397,984	98,240,260	84,366,309	13,873,951	.....
Grain (excluding wheat).. "	21,040,692	16,806,490	37,847,182	54,364,759	.....	16,517,577
Manufactured & pig iron.Net tons	203,398	127,245	330,643	451,948	.....	121,305
Salt... .....Barrels	389,843	71,029	460,872	468,343	....	7,471
Copper.....Net tons	74,302	19,384	93,686	108,548	.....	14,862
Iron ore .... "	29,521,033	10,066,079	39,587,112	35,401,261	4,186,851	.....
Lumber.....ft. B.M.	600,714,000	37,601,546	638,315,546	887,519,198	.....	249,203,652
Silver ore ....Net tons	.....	.....	.....	.....	.....	.....
Building stone.... ... .. "	678	23,674	24,352	7,567	16,785	.....
Unclassified freight..... "	524,897	590,632	1,115,529	947,635	167,894	.....

The United States canal was open to navigation during the season of—

1889.....	234 days	1899.....	231 days
1890.....	228 "	1900.....	238 "
1891.....	225 "	1901.....	230 "
1892.....	233 "	1902.....	256 "
1893.....	219 "	1903.....	249 "
1894.....	234 "	1904.....	223 "
1895.....	231 "	1905.....	245 "
1896.....	232 "	1906.....	249 "
1897.....	234 "	1907.....	233 "
1898.....	241 "		

The Canadian canal was open to navigation during the season of—

1895.....	87 days	1902.....	264 days
1896...	218 "	1903.....	256 "
1897...	238 "	1904.....	241 "
1898.....	243 "	1905	255 "
1899..... ...	239 "	1906.....	253 "
1900	238 "	1907.....	238 "
1901	246 "		

The average number of vessels passing per day through the two canals for the season of 1907 was eighty-seven.

R. DEVLIN,
Compiler of Canal Statistics.

OTTAWA, May 8, 1908.

C—Table showing the Tonnage of the undermentioned Articles moved

Years.	Vegetable Food.						
	Flour.	Wheat.	Corn.	Barley.	Oats.	Rye.	Other Vegetable Food.*
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1869.....	71,051	670,534	256,475	99,012	92,309	13,489	99,743
1870.....	54,978	658,524	193,129	123,191	117,941	19,520	127,727
1871.....	41,211	748,549	672,057	113,992	129,891	34,563	109,935
1872.....	20,534	403,903	902,753	120,061	92,959	13,357	120,753
1873.....	19,307	803,064	637,296	70,586	70,023	30,160	114,735
1874.....	29,134	772,163	519,203	98,654	59,408	8,215	280,821
1875.....	17,635	744,293	282,031	104,475	62,717	8,309	86,090
1876.....	9,290	416,376	365,254	96,494	52,147	19,949	104,783
1877.....	8,923	448,043	723,458	139,453	66,045	35,948	77,114
1878.....	5,904	844,555	734,993	89,534	85,029	64,613	88,106
1879.....	7,164	949,466	621,180	96,144	23,164	59,210	77,071
1880.....	8,266	966,052	1,156,619	106,247	20,893	26,340	86,673
1881.....	6,926	444,832	475,823	81,587	30,321	15,484	61,588
1882.....	9,372	642,215	251,687	96,650	22,180	43,372	53,300
1883.....	9,047	573,740	522,978	58,787	51,607	95,246	67,595
1884.....	7,251	790,409	198,216	65,008	52,696	71,462	51,944
1885.....	6,869	565,922	359,982	64,587	8,234	10,211	47,505
1886.....	9,005	993,129	354,765	62,854	7,278	3,073	59,782
1887.....	4,089	936,840	446,617	75,458	35,365	6,717	47,678
1888.....	3,287	491,419	499,218	41,100	70,315	12,532	49,087
1889.....	4,429	484,141	592,550	66,110	63,674	36,329	49,663
1890.....	3,489	353,738	616,702	90,754	48,438	21,657	33,123
1891.....	3,126	756,101	142,141	71,903	16,362	68,771	33,951
1892.....	4,879	620,768	150,269	51,596	72,444	4,236	33,807
1893.....	2,367	1,093,927	252,283	49,651	24,714	6,518	20,656
1894.....	2,909	903,361	275,377	89,700	100,874	5,288	22,620
1895.....	2,240	280,550	94,403	77,868	87,839	205	59,400
1896.....	7,963	408,872	100,227	109,967	197,713	77.210	55,230
1897.....	3,206	180,035	312,776	100,337	50,345	66,387	31,489
1898.....	1,854	69,986	364,248	89,906	76,244	7,745	43,044
1899.....	1,247	282,422	92,670	78,627	93,733	5,931	22,856
1900.....	1,171	138,302	189,013	63,204	36,435	10,478	34,254
1901.....	747	214,854	87,392	55,502	88,521	10,326	99,757
1902.....	1,328	291,938	33,001	75,314	44,678	18,503	24,291
1903.....	1,075	143,832	191,351	71,837	62,326	12,027	30,153
1904.....	1,297	101,260	68,381	88,626	82,824	2,631	16,584
1905.....	230	110,085	26,223	96,847	94,437	3,717	14,661
1906.....	300	190,663	134,413	120,497	104,726	3,992	17,489
1907.....	179	251,777	89,623	92,102	64,001	2,155	21,274

* Apples, meal of all kinds, potatoes.

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on all Canals in the State of New York, during a series of thirty-nine years.

	Heavy Goods.					
Total.	Railway Iron.	Other Iron.	Salt.	Coal.	Ores.	Total.
Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1,302,613	137,677	79,652	263,333	1,324,408	183,992	1,989,062
1,295,010	135,930	89,708	266,740	1,558,185	238,802	2,289,365
1,850,198	178,269	100,310	248,709	1,194,037	289,952	2,011,277
1,674,320	161,667	96,996	248,558	1,462,590	377,592	2,347 403
1,745,171	53,363	62,581	216,706	1,625,859	415,968	2,374,477
1,767,598	24,511	82,955	173,590	1,413,162	232,544	1,926,762
1,305,550	36,603	95,305	186,785	1,217,091	283,219	1,819,003
1,064,293	11,691	69,450	114,070	1,036,698	173,530	1,405,439
1,498,984	10,341	58,828	156,918	1,286,881	250,573	1,763,541
1,912,734	8,385	65,642	139,927	889,873	210,078	1,313,905
1,833,399	27,634	99,568	136,021	971,074	314,411	1,548,708
2,371,090	93,613	139,993	144,487	959,342	370,884	1,709,319
1,116,561	78,650	205,005	113,756	1,092,003	337,873	1,827,287
1,118,776	58,921	122,786	108,040	1,228,435	364,361	1,882,543
1,379,000	46,553	47,412	190,392	1,152,849	293,892	1,731,098
1,236,986	28,513	54,471	161,788	954,288	210.610	1,400,670
1,063,310	12,215	38,726	161,272	1,025,941	195,750	1,433,904
1,489,886	10,878	152,030	112,002	857,884	269,914	1,402,708
1,552,764	21,368	224,979	124,054	905,424	243,578	1,539,403
1,166,958	2,596	43,881	106,344	1,219,680	259,269	1,631,770
1,296,896	3,278	78,135	112,100	1,094,897	234,948	1,522,358
1,167,901	5,800	26,804	93,181	830,154	202,072	1,157,291
1,092,355	1,960	36,770	81,232	881,502	215,686	1,217,150
937,999	524	40,073	93,216	832,397	136,612	1,102,822
1,450,116	536	25,204	52,094	741,934	102,275	922,043
1,400,129	267	22,614	70,353	609,368	37,641	740,243
602,505	4,263	59,402	71,334	766,723	144,076	1,045,798
957,182	1,568	74,651	33,309	682,167	89,998	931,693
744,575	5,080	71,117	66,879	646,803	76,311	866,190
653,027	6,288	101,216	85,525	626,616	73,199	892,844
577,486	2,725	69,106	91,068	777,743	205,234	1,145,876
472,857	833	49,036	88,635	809,187	103,514	1,051,205
557,099	709	30,110	100,080	774 538	90,656	996,093
489,053	15	24,077	111,430	567,911	115,983	819,416
512,601	181	21,577	111,955	733,369	101,752	968,834
361,333	40	25,321	109,711	707,340	80,191	922,603
346,200	1,030	26,409	108,801	646,440	62,574	845,254
572,080	....	18,162	154,580	545,941	31,446	750,129
521,111	.....	7,779	90,077	593,056	29,585	720,497

D-TABLE showing the total Tonnage of the undermentioned Articles moved Up and Down

Year.	VEGETABLE FOOD.						
	Flour.	Wheat.	Corn.	Barley.	Oats.	Rye.	Other Articles. †
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1869*.....	45,674	313,825	120,599	20,951	.....	904	1,937
1872.....	26,651	239,998	254,902	6,035	7,752	64	2,745
1873.....	30,665	355,847	180,169	8,225	1,194	3	3,777
1874.....	24,019	413,212	181,151	18,871	5,954	513	8,677
1875.....	13,964	253,835	103,749	35,751	3,383	917	6,337
1876	15,778	201,906	144,501	18,455	24,496	1,454	3,198
1877.....	13,558	253,953	169,196	19,870	2,810	2,439	2,355
1878.....	9,121	191,982	185,931	10,979	3,088	.....	2,302
1879.....	10,710	274,570	144,506	4,655	1,239	440	2,444
1880.....	12,679	242,020	163,738	17,772	477	1,016	1,480
1881.....	9,959	127,832	101,075	24,509	.....	1,844	2,086
1882.....	12,261	215,056	54,799	20,126	611	3,226	403
1883.....	13,471	152,794	182,269	10,436	731	1,642	10,983
1884.....	13,683	144,851	118,811	7,155	10,746	1,320	9,168
1885.....	13,334	124,206	117,536	15,801	1,116	.....	1,912
1886.....	19,474	154,169	219,442	1,595	4,911	564	14,657
1887.....	23,949	221,927	114,938	9,574	12,050	.....	12,533
1888.....	16,983	160,963	194,886	5,906	26,629	811	13,608
1889.....	7,931	126,664	353,595	4,272	28,356	2,673	18,552
1890.....	14,461	118,002	327,394	10,830	27,728	1,549	20,876
1891.....	13,517	198,658	185,180	8,113	52,959	65,888	28,042
1892.....	17,046	232,019	192,548	6,433	37,173	9,392	32,815
1893...	15,235	258,392	441,092	18,599	31,283	3,671	36,981
1894.....	33,628	270,993	169,233	28,353	27,962	567	60,673
1895.....	44,044	203,088	164,894	8,689	18,236	1,007	46,463
1896.....	42,425	320,563	320,444	11,368	28,178	9,405	56,591
1897.....	9,065	324,743	390,615	14,173	25,161	8,483	44,674
1898.....	5,578	207,647	437,861	12,286	17,502	16,127	23,182
1899.....	11,625	197,732	204,004	2,907	24,037	923	18,460
1900.....	10,968	137,800	163,509	4,035	41,055	3,538	14,815
1901..	18,978	151,586	67,756	7,119	28,485	2,961	14,024
1902..... .	22,282	225,171	67,647	7,418	11,232	4,079	12,963
1903.....	25,998	259,031	210,758	14,656	7,911	4,904	13,994
1904.....	35,049	165,138	116,444	27,171	16,582	.....	13,184
1905..	38,512	254,458	180,921	55,432	36,072	1,711	9,883
1906.....	18,294	326,798	211,805	31,446	49,306	1,784	10,739
1907.....	22,739	488,565	271,693	13,240	73,369	2,270	22,683

* Fiscal. † Apples, meal all kinds, pease, potatoes.

through the Welland Canal, during a period of thirty-seven years, ended Dec. 31, 1907.

	Heavy Goods.						
Total.	Railway Iron.	Other Iron.	Salt.	Iron and Salt having paid full tolls on St. Lawrence Canals.	Coal.	Ores.	Total.
Tons. 503,860	Tons. 468,06	Tons. 16,924	Tons. 91,575	Tons. 37,153	Tons. 103,126	Tons. 58,781	Tons. 275,623
538,147	26,217	17,141	50,540	44,243	186.932	98,605	3,678
579,880	6,923	20,754	40,850	17,157	339,016	118,685	43,387
647,397	6,032	12,068	23,309	9,579	323,503	56,825	431,316
417,936	1,517	7,588	13,509	9,962	321,306	43,683	397,565
409,788	51	7,997	30,300	20,327	288,211	81,654	378,540
464,181	9,630	9,696	9,173	3,983	323,869	42,758	399,109
403,403	10	11,518	3,980	12,686	295,318	15,229	338,741
438,564	2,782	5,797	7,174	17,796	192,957	19,164	245,670
442,182	5,360	4,812	413	22,273	109,986	34,139	176,983
269,395	4,585	7,013	10	30,682	128,113	18,785	189,188
306,482	.....	5,348	50	17,327	237,559	23,700	283,984
373,326	1,237	7,922	66	17,037	307,058	31,785	365,105
305,734	698	652	461	3,242	274,471	53,205	332,729
273,905	78	2,055	597	14,243	248,272	26,728	291,973
414,812	166	6,123	48	12,324	271,356	27,447	317,464
394,971	1,351	5,636	.....	6,715	145,193	13,866	172,761
419,786	93	3,220	316	13,617	223,871	16,872	257,989
542,043	47	2,479	1,254	20,269	268,305	2,435	294,789
519,291	.....	753	1,027	28,047	202,384	8,138	240,349
367,177	127	1,610	2,567	7,953	224,644	3,415	240,316
527,426	163	1,567	878	3,666	211,616	355	218,245
805,253	6	2,075	374	8,139	233,096	.....	243,690
591,409	.....	3,072	159	977	203,608	.....	207,816
486,421	185	6,245	54	2,819	158,866	1,140	169,309
788,974	1,192	6,332	82	3,264	223,445	1,158	235,473
816,914	7,206	17,012	227	590	176,226	.....	201,261
720,183	1,444	11,722	799	734	162,336	13,433	190,468
459,688	567	6,361	1,282	1,318	97,732	26,125	133,385
375,720	.....	8,190	533	4,800	47,392	58,400	119,315
290,909	83	6,094	327	8,773	49,480	99,487	164,244
350,792	64	7,488	.....	15,201	64,014	22,480	109,247
537,252	488	5,407	2,554	45,846	147,884	18,323	220,502
373 568	11,381	9,957	1,093	4,164	113,525	39,683	179.803
576,989	2,651	10,912	226	4,221	172,642	22,381	213.033
650.172	3,747	8,493	100	16,204	147,587	5,862	181,993
894,559	961	4,923	246	18,761	267.212	25,040	317,143

E.—Table showing the tonnage of the undermentioned Articles cleared at Buffalo and Tonawanda, for transit through the Erie Canal, for a series of thirty-nine years.

VEGETABLE FOOD.

Year.	Flour.	Wheat.	Corn.	Barley.	Oats.	Rye.	Other Articles *	Total.	Increase.	Decrease.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.		
1869	5,609	490,904	219,874	1,978	63,728	2,150	2,193	786,436		
1870	8,258	502,158	165,577	19,944	89,156	10,593	6,996	802,592	2·05	
1871	5,607	570,849	579,709	19,810	106,391	27,622	5,705	1,315,693	67·59	
1872		330,032	866,169	41,515	73,572	5,900	88	1,317,276	67·50	
1873	6	737,167	611,675	8,636	51,615	22,441	634	1,432,174	82·10	
1874		650,161	459,728	3,192	44,079	112	237	1,157,509	47·18	
1875	5,859	695,315	273,006	1,156	36,609	2,242	3,372	1,017,559	29·38	
1876	231	377,317	356,064	6,334	24,488	12,205	4,691	783,331		0·39
1877	1,710	398,416	709,723	26,351	52,559	27,365	4,976	1,223,100	55·52	
1878	987	775,953	718,714	21,665	69,256	51,064	6,662	1,644,301	109·08	
1879	1,239	892,404	602,171	7,193	14,537	40,471	7,528	1,565,543	99·07	
1880	2,743	897,603	131,857	434	16,154	12,137	4,256	2,065,184	11·75	
1881	1,491	386,605	458,318	86	24,751	107	7,484	878,842	162·06	
1882	1,123	586,019	241,406	1,858	9,046	19,158	6,216	864,826	9·96	
1883	538	535,150	517,219	6,816	47,190	79,010	6,051	1,191,974	51·06	
1884	520	767,784	194,368	4,910	47,060	57,856	4,411	1,078,909	37·18	
1885	323	540,533	356,737	3,317	5,610	6,405	5,427	918,352	14·36	
1886	488	955,851	351,272	6,799	5,180		4,001	1,353,591	72·11	
1887	334	914,152	438,069	15,207	32,907	4,612	44,693	1,449,984	85·64	
1888	534	469,965	494,110	6,589	68,922	10,997	1,717	1,052,834	33·87	
1889	845	457,922	579,526	16,380	61,175	34,167	5,160	1,155,175	46·88	
1890	195	329,531	498,641	58,563	45,202	16,903	4,362	953,397	21·23	
1891	1,071	733,967	137,679	43,779	14,803	66,278	2,594	1,000,171	27·18	
1892	2,485	611,177	141,506	37,570	70,363	3,997	3,472	870,570	10·69	
1893	424	1,086,834	240,767	38,986	21,981	6,156	243	1,395,391	77·43	
1894	327	887,908	265,947	69,707	99,898	5,191	2,123	1,331,101	69·26	
1895	98	271,957	83,611	71,185	85,507	205	15	508,596		35·32
1896	6,971	402,114	89,726	101,151	194,442	77,162	5,575	877,144	11·53	
1897	1,665	168,870	303,761	88,293	48,591	65,490	11,965	688,635		12 44
1898		64,760	354,917	85,359	74,336	7,367	20,818	607,557		22·74
1899		271,848	84,370	72,892	92,919	5,839		527,868		32 89
1900	62	129,683	184,996	53,472	33,564	10,478	25,621	438,434		44·11
1901	3	211,317	86,240	45,624	87,357	10,326	32,862	473,729		39·76
1902		289,207	30,293	50,500	43,162	18,503	5,278	436,943		44·44
1903		140,508	183,856	47,857	61,060	12,027	510	445,818		43·31
1904		47,318	57,277	31,507	78,430	1,413		215,945		72·54
1905		107,281	24,917	78,780	91,418	3,572	1,653	307,621		60·88
1906		189,038	125,172	76,071	104,337	3,992	175	498,785		35·31
1907		248,409	75,243	55,614	65,970	2,155	7,961	453,352		40,83

* Apples, meal all kinds, pease, potatoes.

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STATEMENT to Table E, showing the shipment at Oswego during the same period.

VEGETABLE FOOD.

Year.	Flour.	Wheat.	Corn.	Barley.	Oat.	Rye.	Other Articles *	Total.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1869	7,361	141,360	28,585	66,794	1,113	8,569	14,033	267,815
1870	11,440	115,732	10,120	77,906	3,953	7,402	11,628	238,181
1871	10,043	123,173	70,218	72,675	1,806	6,250	13,259	297,424
1872	4,773	57,865	27,148	62,172	684	6,751	10,425	169,818
1873	4,061	53,361	10,578	46,337	670	6,019	10,739	131,765
1874	.....	108,288	46,127	77,007	1,103	7,053	3,747	243,325
1875	1,728	32,690	3,034	75,083	3,308	4,989	5,931	126,763
1876	967	21,890	1,324	63,336	117	5,703	6,638	99,975
1877	855	28,955	3,308	80,306	316	6,603	6,556	126,899
1878	1,394	24,171	1,383	50,381	.....	10,598	5,222	93,149
1879	734	25,740	9,268	71,693	.....	16,623	3,110	127,168
1880	951	17,466	15,656	82,743	.....	12,598	5,996	135,410
1881	758	25,352	8,064	62,793	206	14,444	4,027	115,638
1882	813	20,274	4,401	70,862	416	22,265	7,773	126,804
1883	432	22,634	535	32,557	.....	14,384	1,967	72,507
1884	404	5,932	413	48,391	.....	12,173	2,819	70,132
1885	519	6,484	22	45,264	.....	4,613	2,945	59,847
1886	737	9,579	154	42,261	.....	1,671	4,814	59,216
1887	790	675	2	44,580	.....	716	1,370	48,133
1888	384	2,206	168	6,237	.....	.....	2,196	11,191
1889	473	8,002	8,950	40,096	16	1,405	1,003	59,945
1890	545	10,783	10,408	26,639	8	4,635	2,356	54,969
1891	292	4,298	1,652	27,418	.....	2,130	3,620	39,410
1892	273	4,806	5,657	5,283	.....	199	2,340	18,558
1893	119	2,036	3,968	8,476	.....	237	2,784	17,620
1894	8	10,293	10,514	17,160	.....	.....	2,609	40,584
1895	66	3,073	7,352	1,900	1,816	.....	258	14,465
1896	.....	1,825	7,778	7,552	.....	.....	2,468	19,623
1897	.....	6,588	5,550	7,349	498	219	245	20,449
1898	160	2,111	5,886	1,450	16	.....	784	10,407
1899	216	3,106	4,478	2,400	.....	.....	2,346	12,546
1900	214	485	1,404	2,400	.....	.....	403	4,906
1901	245	526	.....	5,375	.....	.....	120	6,266
1902	159	.....	.....	3,678	3	.....	632	4,472
1903	.....	.....	.....	8,239	.....	.....	570	8,809
1904	.....	.....	.....	8,477	.....	474	.....	8,951
1905	.....	438	.....	.....	3,821	.....	436	4,695
1906	.....	.....	.....	1,107	.....	.....	.....	1,107
1907	.....	.....	.....	494	.....	.....	.....	494

* Fiscal. † Apples, meal all kinds, pease, potatoes.

F.—TABLE showing the Total Way and Through Tonage of the undermentioned Articles cleared downward on the Welland Canal during a series of thirty-seven years, ended December 31, 1907.

VEGETABLE FOOD.

Year.	Flour.	Wheat.	Corn.	Barley.	Oats.	Rye.	Other Articles. †	Total.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1869*	44,110	310,090	119,541	3,920	.....	680	1,541	479,882
1872	26,648	231,056	254,534	693	7,594	64	2,300	524,889
1873	30,660	345,720	180,042	643	1,188	3	3,557	563,813
1874	24,017	406,157	181,128	377	5,953	.....	3,301	620,933
1875	13,930	248,555	103,477	813	3,383	500	4,304	374,962
1876	15,735	194,559	144,501	1,110	24,496	1,454	2,949	384,807
1877	13,588	248,894	169,185	10,216	2,810	2,405	1,833	448,931
1878	8,854	188,106	185,931	1,217	3,088	.....	2,100	389,296
1879	10,588	271,545	114,276	803	1,196	.....	2,387	430,795
1880	12,467	240,601	162,891	.....	477	.....	1,418	417,853
1881	9,655	121,393	103,075	252	.....	6	1,371	235,752
1882	12,205	205,876	54,797	537	.....	1,954	225	275,594
1883	13,256	146,741	182,143	975	731	518	10,971	355,335
1884	13,626	135,804	118,811	270	10,746	477	9,018	288,752
1885	13,322	114,090	117,536	618	1,116	.....	1,628	248,310
1886	19,418	146,151	218,897	.....	4,891	.....	14,581	403,928
1887	23,940	210,755	114,938	1,711	12,050	.....	12,149	375,543
1888	16,973	150,833	194,886	555	26,629	811	13,358	404,045
1889	7,922	120,498	353,595	197	28,356	1,918	18,273	530,759
1890	14,461	114,924	327,394	6,519	27,728	1,121	20,836	512,983
1891	13,517	196,326	185,177	8,113	52,959	65,071	27,895	549,058
1892	17,046	229,569	192,548	6,433	37,173	9,392	32,548	524,709
1893	15,232	257,203	441,092	18,461	31,283	3,671	36,981	803,923
1894	33,628	270,514	169,233	28,353	27,962	.....	60,587	590,277
1895	43,895	202,636	164,894	8,689	18,236	.....	46,435	484,785
1896	42,159	319,388	320,444	11,368	28,178	8,970	54,031	784,538
1897	9,025	322,993	390,615	14,173	25,127	8,483	44,651	815,067
1898	5,578	206,313	437,849	12,286	17,491	16,127	23,170	718,814
1899	11,625	197,732	204,004	2,424	23,541	923	18,440	458,689
1900	10,968	137,800	163,509	3,449	40,256	3,538	14,802	374,322
1901	18,937	151,325	67,756	7,119	28,281	2,961	14,021	290,400
1902	22,282	223,499	67,647	7,418	11,223	4,079	12,912	349,060
1903	25,997	257,370	210,758	14,656	7,911	4,904	13,982	535,578
1904	35,046	164,515	116,444	27,171	16,582	.....	13,157	372,915
1905	38,512	247,599	180,921	55,432	36,072	1,711	9,882	570,129
1906	18,227	326,789	111,243	31,446	49,306	1,411	10,739	549,161
1907	22,689	488,565	271,693	13,240	73,369	2,270	22,683	894,509

* Fiscal. † Apples, meal all kinds, pease, potatoes.

G.—Table showing the Tonnage of the undermentionned Articles passed through the Welland Canal in transit between Ports in the United States during a series of thirty-seven years, ended December 31, 1907.

Years.	Vegetable Food.								Heavy Goods.					
	Flour.	Wheat.	Corn.	Barley.	Oats.	Rye.	* Other articles.	Total.	Railway Iron.	Other Iron.	Salt.	Coal.	Ores.	Total.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1869	30,681	211,085	91,149	2,942	.....	667	1,006	337,530	68,064	14,334	89,086	28,566	35,912	235,962
1872	10,482	124,695	89,761	1,391	7,400	.....	608	234,337	24,040	13,239	49,843	95,741	59,401	224,264
1873	10,805	127,727	101,329	1,920	1,188	3	392	243,366	4,659	13,826	40,507	170,242	62,942	292,176
1874	8,230	229,053	125,627	.....	5,948	.....	5,368	374,226	5,742	8,941	22,888	203,673	19,651	260,895
1875	1,881	113,832	54,188	2,641	2,946	500	1,920	177,908	14	4,123	12,931	192,767	34,616	244,451
1876	5,187	96,247	58,138	.....	1,905	525	403	162,405	.....	5,531	29,395	167,110	25,808	227,844
1877	3,342	107,396	65,260	1,603	2,314	258	413	180,586	8,976	8,688	8,336	172,868	41,107	239,975
1878	1,316	65,542	60,026	859	277	.....	341	128,361	.....	10,713	3,892	150,583	13,535	178,723
1879	159	53,791	33,401	.....	464	.....	11	87,826	2,405	3,648	6,318	118,573	17,797	148,741
1880	.....	30,611	16,122	1,551	296	.....	.....	48,580	4,743	3,515	371	65,945	18,380	92,954
1881	.....	34,320	30,031	924	.....	.....	10	65,285	1,313	5,570	.....	83,858	6,464	97,205
1882	107	30,227	32,433	537	.....	684	14	64,002	.....	4,076	.....	158,552	14,533	177,161
1883	2,041	54,382	66,128	735	731	.....	8,579	132,496	1,209	6,901	8	196,462	24,891	229,471
1884	1,715	40,956	53,707	.....	9,874	.....	8,170	114,422	698	599	.....	210,790	15,100	227,187
1885	124	53,235	63,229	732	882	.....	1	118,203	.....	1,594	.....	198,416	15,029	215,039
1886	7,591	53,258	94,048	.....	4,790	.....	13,201	172,888	156	5,328	1	189,964	11,364	206,813
1887	11,780	37,678	83,431	1,732	12,050	.....	10,859	157,530	15	4,406	.....	82,780	627	87,828
1888	8,563	39,999	102,971	2	26,510	179	11,598	189,825	63	1,601	56	173,259	2,309	177,288
1889	5,017	39,229	147,045	.....	27,492	.....	17,225	236,208	.....	1,587	896	227,476	1,204	231,163
1890	9,204	31,527	180,842	6,519	27,030	.....	20,497	275,619	.....	504	208	162,231	1,620	164,563
1891	6,802	32,097	127,494	8,113	52,823	.....	26,115	253,444	.....	292	705	186,572	1,773	189,342
1892	11,018	26,950	131,222	6,433	36,935	.....	31,992	244,550	.....	576	2	183,895	.....	184,473
1893	6,588	28,187	198,777	16,751	23,870	864	36,352	311,389	.....	344	.....	206,827	.....	207,171
1894	17,795	53,846	105,329	28,095	27,621	.....	60,462	198,358	.....	297	.....	188,521	.....	188,818
1895	10,169	27,881	100,512	7,904	17,020	.....	46,316	209,802	181	246	.....	149,490	.....	149,917
1896	16,224	34,878	175,094	11,128	16,137	490	46,456	300,407	.....	146	.....	207,348	.....	207,494
1897	7,237	28,919	169,057	14,173	14,969	.....	41,887	276,242	965	15	.....	165,143	.....	166,123
1898	4,212	11,268	150,667	6,909	12,732	1,197	22,671	209,656	770	339	4	156,814	.....	157,927
1899	6,118	12,926	81,777	2,424	19,526	923	18,198	141,892	351	1,646	553	88,931	.....	91,481
1900	7,966	18,771	60,545	2,402	39,706	2,149	14,248	145,787	.....	953	.....	46,024	.....	46,977
1901	17,165	23,557	55,531	7,119	26,344	.....	14,016	143,732	83	80	105	46,702	.....	46,970
1902	13,785	32,639	66,111	7,418	10,006	.....	12,675	142,634	.....	214	.....	12,911	.....	13,125
1903	6,082	15,439	108,917	11,433	6,112	4,174	13,568	165,725	459	.....	.....	113,072	.....	113,535
1904	8,556	14,269	60,964	16,621	16,497	.....	13,079	129,986	.....	.....	.....	63,882	.....	63,882
1905	24,054	15,483	93,622	9,197	10,892	.....	9,682	162,930	.....	1	.....	73,464	.....	73,465
1906	15,215	13,410	135,240	9,266	11,323	.....	10,678	195,132	.....	169	.....	33,523	.....	33,692
1907	18,898	21,892	124,474	2,812	4,741	2	22,001	194,820	.....	30	.....	110,347	4,050	114,420

* Apples, meal all kinds, pease, potatoes.

H.—TABLE showing the Tonnage of Vegetable Food carried on each of the Lines of Canals and the two principals railways, competing for the Carrying Trade between Lake Erie and Tidewater, for a series of thirty-seven years, ended December 31, 1907.

Year.	Total on New York Canals.	Total on Welland Canal.	Total on New York Central and Erie Railways.	Quantity cleared at Buffalo and Tonawanda by Erie Canal.	Quantity cleared at Oswego by Canal.	Quantity cleared through the Welland Canal in transit between ports in the United States.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1869*	1,302,613	503,860	1,087,809	786,436	267,815	337,530
1872	1,674,320	538,147	1,870,614	1,317,276	169,818	234,337
1873	1,745,171	579,880	2,036,992	1,432,174	131,765	243,366
1874	1,767,598	647,397	2,791,517	1,557,509	243,325	374,226
1875	1,305,550	417,936	2,343,241	1,017,559	126,763	177,968
1876	1,064,293	409,788	2,875,803	783,331	99,975	162,405
1877	1,498,984	464,181	2,493,683	1,223,100	126,899	180,586
1878	1,912,734	403,403	3,695,764	1,644,301	93,149	128,361
1879	1,833,399	438,564	4,353,617	1,565,543	127,168	87,826
1880	2,371,090	442,182	4,732,385	2,065,184	135,410	48,580
1881	1,116,561	269,395	4,983,722	878,842	115,638	65,285
1882	1,118,776	306,482	3,885,557	864,826	126,804	64,002
1883	1,379,000	372,236	4,422,461	1,191,974	72,507	132,496
1884	1,236,986	305,734	3,639,805	1,078,909	70,132	114,422
1885	1,063,310	273,905	4,105,594	918,352	59,847	118,203
1886	1,489,886	414,812	3,802,262	1,353,591	59,216	172,888
1887	1,552,764	394,971	3,847,766	1,449,984	48,133	157,530
1888	1,166,958	419,786	3,197,734	1,052,834	11,191	189,825
1889	1,296,896	542,043	3,654,984	1,155,175	59,945	236,208
1890	1,167,901	519,291	4,336,199	953,397	54,969	275,619
1891	1,092,355	367,177	3,565,381	1,000,171	39,410	253,444
1892	937,999	527,426	5,913,013	870,570	18,558	244,550
1893	1,452,563	805,253	5,107,426	1,395,391	17,620	311,389
1894	1,400,129	591,409	4,281,056	1,331,101	40 584	293,148
1895	602,505	486,421	3,798,574	508,596	14,465	209,802
1896	957,182	788,974	5,183,540	877,144	19,623	300,407
1897	744,575	816,914	5,673,638	688,635	20,449	276,242
1898	653,027	720,183	7,060,542	607,557	10,407	209,656
1899	577,486	459,688	6,211,827	527,868	12,546	141,892
1900	472,857	375,720	6,053,005	438,434	4,906	145,787
1991	557,099	290,909	6,334,001	473,729	6,266	143,732
1902	489,053	350,792	6,532,263	436,943	4,472	142,634
1903	512,601	537,252	5,548,603	445,518	8,809	165,725
1904	361,333	373,568	4,632,082	215,945	8,951	129,986
1905	346,200	576,989	4,475,888	307,621	4,695	162,930
1906	572,080	650,721	5,350,042	498,785	1,107	195,133
1907	522,111	894,559	5,349,284	453,352	494	194,820

* Fiscal.

SESSIONAL PAPER No. 20a

I.—STATEMENT showing the Quantity of Through Freight passed DOWN the Welland Canal in Canadian and United States Vessels entering the Canal at Port Colborne, during the Season of Navigation in 1896, 1897, 1898, 1899, 1900, 1901, 1902, 1903, 1904, 1906, 1907.

ARTICLES.	CANADIAN VESSELS.				AMERICAN VESSELS.				TOTAL.	
	Steam.		Sail.		Steam.		Sail.		Steam and Sail.	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	224	122,521	181	82,543	343	337,983	163	96,506	911	639,553
1896.	Tons.		Tons.		Tons.		Tons.		Tons.	
Wheat		113,331		90,979		78,741		34,476		317,527
Corn		9,360		3,855		218,315		88,914		320,440
Barley		240				11,128				11,368
Oats		441		1,270		24,847		1,620		28,178
Peas		1,403		1,354				273		3,030
Rye		5,035		644		2,837		454		8,970
Coal		7		11,106		1,255		629		11,997
Miscellaneous merchandise		29,820		1,452		82,319		4,374		117,965
Shingles, woodenware, &c		134				22				156
Sawed lumber ....Ft. B.M.		2,123,213				18,259,810		27,796,146		48,179,169
Square timber ..... Cub. ft.		942,923		1,649,145				246,024		2,838,092
Staves.....No.										
Firewood.....Cords.								55		55
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	225	131,907	163	76,760	388	382,231	144	86,675	920	677,573
1897.	Tons.		Tons.		Tons.		Tons.		Tons.	
Wheat		121,762		55,724		106,064		37,891		321,441
Corn		33,694		15,244		274,855		66,822		390,615
Barley						14,173				14,173
Oats		223				23,515		1,168		24,906
Peas		1,851								1,851
Rye		2,047		919		5,517				8,483
Coal		3,873		3,947		368		1,615		9,803
Miscellaneous merchandise		15,739		3,290		70,968		4,174		94,071
Shingles, woodenware, &c		1,268		5		404				1,677
Sawed lumber .... Ft. B.M.		1,573,447				20,284,446		20,673,202		42,531,095
Square lumber .....Cub. ft.		1,327,823		2,217,629				616,093		4,161,545
Staves .....No.		2,577,160								2,577,160
Firewood		4								4
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	216	126,398	104	59,532	354	355,702	195	108,720	869	650,352
1898.	Tons.		Tons.		Tons.		Tons.		Tons.	
Wheat		95,567		36,157		54,934		18,355		205,013
Corn		56,538		30,455		284,059		66,761		437,813
Barley						9,465		2,821		12,286
Oats						17,329				17,329
Peas		260				45				305
Rye		3,564		1,480		9,135		1,948		16,127
Coal		575		1,916		759		2,620		5,870
Miscellaneous merchandise		19,385		4,104		47,271		8,758		79,518
Shingles, woodenware, &c		2		9						11
Sawed lumber.....Ft. B.M.		4,910,669		1,641,783		16,220,972		24,484,283		47,257,707
Square timber..e.. .Cub. ft.		825,545		1,183,821				388,410		2,397,776
Firewood.....Cord.										
Staves.....No.		249								249

I.—Statement showing the Quantity of Through Freight passed Down the Welland Canal in Canadian and United States Vessels, &c.—*Continued.*

Articles.	Canadian Vessels.				United States Vessels.				Total.	
	Steam.		Sail.		Steam.		Sail.		Steam and Sail.	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	191	100,242	129	75,777	201	212,027	78	36,962	599	425,008
1899.	Tons.		Tons.		Tons.		Tons.		Tons.	
Wheat		91,901		80,928		16,250		7,244		196,323
Corn		28,015		18,905		138,834		18,250		204,004
Barley						2,424				2,424
Oats		1,557				21,646				23,203
Peas										
Rye						923				923
Coal		435		6,736				3,398		10,569
Miscellaneous merchandise		25,203		18,651		49,522		1,567		94,943
Shingles, woodenware, &c		485		916				100		1,501
Sawed lumber.....Ft. B.M.		2,077,748		772,739		14,855,338		19,949,079		37,654,904
Square timber .....Cub. ft.		322,138		585,780		20,802		328,806		1,257,526
Firewood .....Cords.				9						9
Staves.....No.										
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	216	114,885	109	67,475	168	182,444	71	30,309	564	395,113
1900.	Tons.		Tons		Tons.		Tons.		Tons.	
Wheat		67,694		43,157		23,066		2,130		136,047
Corn		39,597		31,248		78,701		13,963		163,509
Barley						2,402		1,047		3,449
Oats						39,706		407		40,113
Peas		115				4				119
Rye		1,389				2,149				3,538
Coal		723		637		433		559		2,352
Miscellaneous merchandise		53,649		31,536		43,344		3,564		132,093
Shingles, woodenware, &c.		1,078								1,078
Sawed lumber.....Ft. F.M.		6,847,279		5,344,258		14,984,483		18,770,405		45,946,425
Square timber..... Cub. ft.		439,827		355,951		11,583		198,420		1,005,781
Firewood..... Cords.		126		255						381
Staves..... No.		1,000								1,000
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	197	103,802	114	59,022	163	182,497	48	22,319	522	367,640
1901.	Tons.		Tons.		Tons.		Tons.		Tons.	
Wheat		57,641		58,973		31,955		1,241		149,810
Corn		7,350		4,689		55,717				67,756
Barley						7,119				7,119
Oats		944				27,197				28,141
Peas										
Rye		2,961								2,961
Coal		1,960		362		357				2,679
Miscellaneous merchandise		71,300		32,312		12,874		7,469		123,955
Shingles, woodenware, &c.		18								18
Sawed lumber.....Ft. B.M.		6,533,423		4,060,251		11,089,806		13,092,940		34,776,420
Square timber.....Cub. ft.		362,441		204,682		9,384		149,531		726,038
Firewood.....Cords.		165		264						429
Staves..... No.										

I.—STATEMENT showing the Quantity of Through Freight passed Down the Welland Canal in Canadian and United States Vessels, &c.—*Continued.*

ARTICLES.	CANADIAN VESSELS.				UNITED STATES VESSELS.				TOTAL.	
	Steam.		Sail.		Steam.		Sail.		Steam and Sail	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	196	90,791	122	73,958	191	201,339	52	22,097	561	388,185
1902.	Tons.		Tons.		Tons.		Tons.		Tons.	
Wheat		82,954		85,973		52,889				221,816
Corn		148		1,388		66,111				67,647
Barley						7,418				7,418
Oats		1,200		43		9,963				11,206
Peas										
Rye		3,808				271				4,079
Coal		3,977		25,732		13,497		8,332		51,538
Merchandise		33,111		8,723		38,351		1,594		81,779
Shingles, woodenware, &c		47		28		4				79
Sawed lumber.... Ft. B.M.		13,218,960		3,256,187		25,437,287		19,540,426		61,452,860
Square timber.....Cub. ft.		370,718		557,689				115,000		1,043,407
Firewood.....Cords.		56		40						96
Staves.....No.				14,000						14,000
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	239	151,850	76	45,918	243	252,094	69	27,854	627	477,716
1903.	Tons.		Tons.		Tons.		Tons.		Tons.	
Wheat		149,378		38,473		60,514		6,305		254,670
Corn		21,356		4,682		174,588		10,132		210,758
Barley		2,580		667		11,409				14,656
Oats		306		1,335		6,112				7,753
Peas		63				22				85
Rye						4,904				4,904
Coal		389		12,991		8,133		8,496		30,009
Merchandise		39,563		3,367		41,584		2,000		86,514
Shingles, woodenware, &c				54						54
Sawed lumber... Ft. B.M.		12,841,552		1,625,855		17,871,652		14,733,677		47,072,736
Square timber.....Cub. ft.		572,000		660,000				84,200		1,316,200
Firewood.....Cords.				210		9				219
Staves.....No.				641,000						641,000
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	228	157,539	55	39,375	205	187,748	42	15,918	530	400,580
1904.	Tons.		Tons.		Tons.		Tons.		Tons.	
Wheat		116,794		33,302		14,269				164,365
Corn		12,768		7,814		95,862				116,444
Barley		2,619		824		23,728				27,171
Oats						16,261				16,261
Peas						3				3
Rye										
Coal		1,925		7,187		17,133		7,668		33,913
Iron ore		34,907				1,925				36,832
Merchandise		29,567				60,548				90,115
Shingles, woodenware, &c										
Sawed lumber.....Ft. B.M.		15,077,382		854,811		32,754,541		9,572,655		58,259,389
Square timber.....Cub. ft.		944,508		744,000				149,000		1,837,508
Firewood.....Cords.						717				717
Staves..... No.		634,000								634,000

I.—STATEMENT showing the Quantity of Through Freight passed DOWN the Welland Canal in Canadian and United States Vessels, &c.—*Concluded.*

ARTICLES.	CANADIAN VESSELS.				UNITED STATES VESSELS.				TOTAL.	
	Steam.		Sail.		Steam.		Sail.		Steam and Sail	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage	No.	Tonnage.	No.	Tonnage.
	252	182,373	91	48,692	319	286,656	64	29,120	726	546,841
1905.	Tons.		Tons.		Tons.		Tons.		Tons.	
Wheat		188,706		18,575		28,757		2,512		238,550
Corn		6,385		6,636		163,374		4,526		180,921
Barley		6,870		1,451		47,111				55,432
Oats		8,225		2,570		21,535		3,742		36,072
Peas						76				76
Rye						1,711				1,711
Coal		18,756		35,324		28,330		8,678		91,088
Iron ore		14,358		8,023						22,381
Merchandise		29,375		7,485		74,975		3,126		114,961
Shingles, woodenware, &c.				2,748,941		2,325				2,325
Sawed lumber.....Ft. B. M.		2,867,147				38,290,831		12,479,698		54,589,200
Square timber.....Cub. ft.		355,000		951,524						538,000
Firewood.....Cords.				183,000		900				900
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	328	238,690	121	66,355	305	310,622	43	15,758	797	631,425
1906.	Tons.		Tons.		Tons.		Tons.		Tons.	
Wheat		250,493		34,355		35,578				320,436
Corn		8,177				202,250		1,378		49,306
Barley		8,546		5,046		17,854				31,446
Oats		21,900		16,083		11,323				49,306
Peas						11				11
Rye				5		1,406				1,411
Coal		30,455		47,242		24,190		9,356		111,243
Iron ore		5,862								5,862
Merchandise		35,383		7,009		110,263		50		152,705
Shingles, woodenware, &c.		16		37		851				904
Sawed lumber.....Ft. BM.		3,471,514		235,624		25,711,196		10,769,755		40,188,089
Square timber.....Cub. ft.		375,000		200,000						575,000
Firewood.....Cords.		110		18		1,093				1,221
Staves.....No.						300,000				300,000
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	375	290,509	148	81,070	408	397,616	76	36,921	1,007	806,116
1907.	Tons.		Tons.		Tons.		Tons.		Tons.	
Wheat		294,298		50,808		130,818		4,429		480,303
Corn		6,713		514		259,895		4,571		271,693
Barley		8,726		468		4,046				13,240
Oats		49,689		16,647		7,033				73,369
Peas						25				25
Rye						2,270				2,270
Coal		31,506		47,373		50,183		14,493		143,555
Iron ore		12,040		8,950						20,990
Merchandise		21,545		9,436		5,231		6,235		42,447
Shingles, woodenware, &c.						2,222				2,222
Sawen lumber.....Ft. B.M.						14,395,124		11,201,446		25,596,570
Square timber.....Cub. ft.		558,090		323,000						881,090
Firewood.....Cords.						660				660

WELLAND CANAL THROUGH FREIGHT—RECAPITULATION.

Welland Canal—West Bound Freight.

The total quantity of Through Freight passed Up the Welland Canal in Canadian and United States Vessels during the Season of Navigation in 1907 is as follows :—

Summary.	Tons.	Tons.
In Canadian steam vessels	128,851	
" sail "	14,605	
Total quantity in Canadian vessels		143,456
In United States steam vessels	219,160	
" sail "	27,161	
Total in United States vessels		246,321
Grand total freight passed Up the Welland Canal in Canadian and United States vessels		389,777

STATEMENT of the quantity of Through Freight passed Up and Down the Welland Canal during the Season of Navigation in 1907.

Summary.	Tons.	Tons.
In Canadian steam vessels, up	128,851	
" " down	452,647	
Total in Canadian steam vessels		581,498
In Canadian sail vessels, up	14,605	
" " down	140,737	
Total in Canadian sail vessels		155,342
Total quantity in Canadian vessels		736,840
In United States steam vessels up	219,160	
" " down	572,755	
Total in United States steam vessels		791,915
In United States sail vessels up	27,161	
" " down	48,405	
Total in United States sail vessels		75,566
Total quantity in United States vessels		867,481
Total in Canadian and United States vessels		1,604,321
	Down or East Bound	Up or West Bound.
In Canadian vessels	593,384	143,456
In United States vessels	621,160	246,321
Total	1,214,544	389,777

No. 17.—STATEMENT of Large Canadian Vessels Lightered at the Welland Railway Elevator at Port Colborne, showing the Tonnage, Dimensions, Depth of Water Number and Cargoes passed through the enlarged Welland Canal during the Season of Navigation in 1907.

CANADIAN STEAM VESSELS

STATEMENT O

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K.—STATEMENT showing the Quantity of Freight passed Eastward, from Lake Erie, through the whole length of the Welland and St. Lawrence canals, to Montreal, during the seasons of navigation in 1895, 1896, 1897, 1898, 1899, 1900, 1901, 1902, 1903, 1904, 1905, 1906 and 1907.

Articles.	1895.	1896.	1897.	1898.	1899.	1900.	1901.	1902.	1903.	1904.	1905.	1906.	1907.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Class 3.													
Cement and water lime		12								35			
Clay, lime and sand			38	52	15	15					22		
Iron, railway								50		8,170	10		
" pig	79	5				508							
" all other	1,766	2,020	7,564	6,217	5,063	4,292	1,178	5,785	2,542	1,651	384	269	124
Steel	394	542	375	1,351	3,000	5,420				16	48		
Stone, for cutting		200											
Apples	28	1,263								1			9,936
Barley	959	240		3,960	596	1,288			2,206	9,697	43,607	21,196	105,984
Corn	70,235	182,330	267,583	310,498	150,999	109,359	14,319	1,719	123,864	55,021	84,204	55,559	
Flaxseed			3,293	5,687			4,965		3,643	212	15,694	80,570	49,159
Flour	30,916	11,964	1,029	653	4,229	1,595	1,400	6,755	16,151	24,662	14,571	9,174	3,730
Meal, all kinds	65						35		348	57	270	60	
Oats	1,654	12,373	6,847	3,975	10,250	8,925	1,584	1,442	2,438		21,404	37,164	66,941
Oil cake							1,083		462	7,846	9,229		
Pease		3,020	2,078	260		115			63				
Rye		8,323	8,435	15,488	923	3,078	2,961	4,079	4,260		1,711	1,405	2,266
Salt			216	144	183		50		132	615	168	75	143
Seeds, all kinds		20			200								20
Hay, pressed					96		246						
Tobacco, raw			51				23						
Wheat	158,643	255,198	278,498	184,154	169,978	121,896	132,702	200,975	226,746	133,528	190,505	289,611	450,446
All other agricultural products, vegetables		29		56	32								
Hides, skins, horns and hoofs										10		2	
Horses	1	1	1	4	1								
Lard and lard oil							1,155				2,847	4,810	
Meats, all kinds							114						
Pork		1					34						
Tallow									3		53		
All other agricultural products, animal										1			
Total, class 3	264,740	477,541	576,008	532,499	345,565	256,491	161,849	220,805	382,858	241,522	384,727	499,895	688,749
Class 4.													
Agricultural implements					3		1,785	13	58	17			
Ashes	34	94	133	73	55	25	3		2	16			

K.—Statement showing the Quantity of Freight passed Eastward, from Lake Erie, through the whole length of the Welland and St. Lawrence Canals, to Montreal, &c.—*Concluded.*

Articles.	1895.	1896.	1897.	1898.	1899.	1900.	1901.	1902.	1903.	1904.	1905.	1906.	1907.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Class 4—Con.													
Crockery		5									93		
Furniture			1			1	5		3	6		6	
Glass, all kinds		9	53	75	16	6	1		15	3	21	11	4
Molasses	100	167	9	56	159			54	240		820		
Nails					1				19		61		
Oil	6	23	112	1,141	7,143	15,647	14,987	12,091	14,619	12,848	20,700	19,995	22,111
Paint	2						17		5				
Pitch and tar											53		101
Rags		4							4				
Rosin									20				
Soda ash							4				59	72	15
Sugar	1						112				2,019		
Stone, wrought													
Tin										87	53		
Tobacco					96						204		
White lead						16							
Whisky, beer and other spirits	101		46	4	74	11	32		2	766	635	614	1,224
Merchandise not enumerated	558	376	1,226	866	518	92	2,420	419	582	713	851	466	2,294
Total, class 4	801	679	1,580	2,215	7,969	15,798	19,366	12,577	15,569	14,456	25,572	21,164	25,749
Class 5.													
Barrels, empty	1				1	182	66	15					
Hoops			257										
Sawed lumber	1,117	657	478	3,065	924	15,760	2,635	1,085			3,957	100	
Staves, pipe and barrel			4,716							394		2,400	
" West India and pipe													
Timber, square, in vessels										1,544	1,260	1,500	4,180
" in rafts		1,200	1,207	329	26								
Woodenware								17					
Total, class 5	1,118	1,857	6,658	3,394	951	15,942	3,205	1,117		1,938	5,217	4,000	4,180
Special Class.													
Coal											29,351	29,172	70,489
Iron ore								15,976		17,362	3,837		
Total, special class											33,188	29,172	70,489
Grand total	266,659	480,077	584,246	538,108	354,485	28,231	184,420	250,475	398,427	275,278	448,704	554,231	789,167

L.—Statement showing the Quantity of Freight passed Westward from Montreal, through the whole length of the St. Lawrence and Welland Canal to Lake Erie, during the Seasons of Navigation in 1895, 1896, 1897, 1898, 1899, 1900, 1901, 1902, 1903, 1904, 1905, 1906 and 1907.

Articles.	1895.	1896.	1897.	1898.	1899.	1900.	1901.	1902.	1903.	1904.	1905.	1906.	1907.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Class 3.													
Bricks	24	15	70	70	24	49	196	22	80	115	132		556
Brimestone							5	20	23	12			
Cement and water lime	1,859	1,686	837	996	997	1,931	2,916	178	3,924	39	181	88	13
Clay, lime and sand			4	144	8	4	2	1	181				100
Cotton, raw									23				
Fish		11	10	9	10	8	8		8	4			39
Gypsum					4								
Iron, railway		1,687				74	748	11,735	39,641	283	126	7,289	4,119
" pig	56	28	6			3		558	273		312	680	7,655
" all other	1,831	727	559	699	1,318	1,428	4,950	2,904	5,845	3,782	3,633	8,235	6,987
Salt	932	822	25	35		48	75	4	87	99	150	17	
Steel	528			19	18		3	11	332	58	192	111	2,561
Stone for cutting		4	62							41			
Flour							16				18		
Hay	124												30
Meals									17	25			
Oats													
Potatoes													
Seeds, all kinds	25	99	121	56	121	218	302	58	325	164	35	17	
Tabacco, raw								1	2				
Agricultural products not enumerated, vegetables	26		4				1	1			127		
Hides and skins	26							16	6				
Horses		1		1									
Lard and lard oil	1			2				11			28	20	1
Meats other than pork									1	25			15
Pork						1							
Wool													
All other articles not enumerated													
Total, class 3	5,432	5,080	1,698	2,031	2,500	3,764	9,222	15,520	50,768	4,647	4,934	16,457	22,076
Class 4.													
Agricultural implements												5	
Ashes, pot and pearl			1						2				
Crockery and earthenware	12	83	4	33	3	5			32	291	155	294	456
Dye woods, &c										2			2

L.—STATEMENT showing the Quantity of Freight passed Westward from Montreal, through the whole length of the St. Lawrence and Welland Canal to Lake Erie, &c.—*Concluded.*

Articles.	1895.	1896.	1897.	1898.	1899.	1900.	1901.	1902.	1903.	1904.	1905.	1906.	1907.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Class 4—Concluded.													
Furniture			2			1			1	5	2	1	35
Glass, all kinds	394	612	799	150	299	456	612	1,384	1,207	1,671	1,641	2,519	3,534
Manilla										34	93	37	15
Marble												35	
Molasses	20	1					1		6		1		50
Nails	1,149	409	129	229	518	80	675	1,292	2,878	2,009	3,061	4,011	3,331
Oil, in barrels	31	33	12	15	21	74	83	14	16	1,418	120	148	155
Paint	75	49	20	35	2	12	69	97	158	202	367	412	295
Pitch and tar	67	60	20	37	6	21	27	27	58	199	5	239	
Rags					14			1	29		15		50
Resin					15				1				25
Soda ash	84	74	249	88	108	69	169	201	264	387	28	310	37
Stone, wrought		17	25	31									5
Sugar	1,430	1,873	311	566	1,596	430	810	1,314	204	52	1,168	1,153	6,046
Tin	396	395	359	237	159	117	338	506	209	362	928	1,365	1,173
Turpentine							1	2	1				1
White lead	7	10	5		1	4	11	37	80	82	80	304	283
Whiting	113	56	104	93	89	39	49	61	22	33	158	93	18
Whisky, beer, &c	77	51	93	98	178	295	131	182	452	432	384	483	1,040
Merchandise not enumerated	1,268	1,247	711	793	482	744	1,516	1,049	3,674	6,200	15,360	11,707	16,498
Total, class 4	5,123	4,970	2,844	2,405	3,491	2,447	4,492	6,169	9,294	13,379	23,566	23,116	33,049
Class 5.													
Barrels, empty												54,906	
Firewood in vessels								3,600	40,026	40,425	43,982	2,307	2,337
Pulpwood													101,989
Lumber, sawn, in vessels													
Railway ties in vessels									611				
Woodware												5	
Total, class 5								3,600	40,637	40,425	43,982	57,218	104,326
Special Class.													
Coal										10,200			
Iron ore										2,861			
Total, special class										13,061			
Grand total	10,555	10,050	4,542	4,436	5,991	6,211	13,714	25,289	100,699	71,512	72,482	96,791	159,451

M.—Statement showing the Quantity of Freight passed Eastward through the Welland Canal, from United States Ports to United States Ports, during the Season of Navigation from 1895 to 1907 inclusive.

Articles.	1895.	1896.	1897.	1898.	1899.	1900.	1901.	1902.	1903.	1904.	1905.	1906.	1907.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Class 3.													
Bricks			845										
Cement and water lime				300		18							
Fish													20
Iron, railway	181		965	770									
" all other	214			324	1,008	714		30			1	27	30
Salt					549		105						
Steel		498		2,951	13,522	3,110						2	509
Stone for cutting													
Apples													
Barley	7,904	11,128	14,173	6,909	2,424	2,402	7,119	7,418	11,433	16,621	9,197	9,266	2,812
Corn	100,512	175,094	169,057	150,667	81,777	60,545	55,531	66,111	108,917	60,964	93,622	135,240	124,474
Flour	10,169	16,224	7,237	4,212	6,118	7,966	17,168	13,785	6,082	8,556	24,054	15,215	18,898
Hay, pressed			301								200		
Meal, all kinds	46,316	46,456	41,644	22,626	18,198	14,244	11,016	12,675	13,546	13,076	9,606	10,668	21,976
Marble											87		
Nails											1		
Oil cake						2,705	1,302	110	740	16,497	228		114
Oats	16,442	16,137	14,969	12,729	19,526	39,706	26,344	10,006	6,112	3	10,892	11,323	4,741
Pease				45		4			22		76	11	25
Potatoes													
Rye		490		1,197	923	2,149			4,174				2
Flax seed					200				1,594			756	
Seeds, all kinds	14	78	299	44	11			10	27		43	3	17
Tobacco							23						
Wheat	27,881	34,878	28,919	11,268	12,926	18,771	23,557	32,639	15,436	14,269	15,483	13,410	21,892
Agricultural products, vegetables						6	10		1			1	7
Hides and skins, &c	8	41	23										
Horses		3	3	2		4			2				
Lard and lard oil, &c	6	1,348	1,444	3,671	864	1,588	1,680	2,413				22	86
Meats, other than pork	30												
Pork	87	390	243	1,271	343	17	970	632	152	379	273	268	429
Sheep													
Tallow				359	201	631	119						
Wool	1,536	900	197	89	130		3	752	482	134	21	89	30
Total, class 3	211,300	303,665	280,319	219,434	158,720	154,680	147,947	146.581	168,720	130,499	163,784	196,301	196,062
Class 4.													
Agricultural implements								399		396	552	494	
Crockery and earthenware													5
Furniture	2			2	7		3	17				1	

M.—Statement showing the Quantity of Freight passed Eastward through the Welland Canal, from United States Ports to United States Ports, during the Season of Navigation from 1895 to 1907 inclusive.—*Concluded.*

Articles.	1895.	1896.	1897.	1898.	1899.	1900.	1901.	1902.	1903.	1904.	1905.	1906.	1907.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Class 4—Con.													
Marble							4						
Molasses					8	57							
Nails					11								3
Oil, in barrels	30	1,005	198	119	367	17	22	1,594	2,000	1			8
Paint				3	2	36				17	42	1	1
Rags					1				4		4		
Soda ash													
Stone, wrought													
Sugar	59	165	31			154	448	280		53	53	840	26,075
White lead											7		4
Whiting													21
Whisky, beer and all other spirits	15			34	168	1	1		3				30
Merchandise	7,656	3,990	3,591	3,828	6,219	7,889	3,327	1,928	2,010	1,554	2,008	2,324	41,621
Total, class 4	7,762	5,160	3,820	3,986	6,783	8,164	3,805	4,218	4,017	2,021	2,666	3,660	67,768
Class 5.													
Empty barrels		10				5	282				3	2	1
Firewood, in vessels		165						4		717	2,700	3,609	1,980
Lumber, sawn, in vessels	41,974	75,515	68,280	52,844	57,695	55,128	38,085	72,806	48,337	30,194	15,726	27,701	14,314
Masts and spars, in vessels			403										
Hop poles										154			
Railway ties in vessels	446									652	2,248		2,151
Shingles											62	53	70
Split posts											12		
Staves, salt barrels												1,500	
Timber, square, in vessels	500		1,040										
Woodenware, &c		12	1										
Total, class 5	42,920	75,702	69,724	52,844	57,695	55,133	38,367	72,810	48,337	31,717	20,751	32,865	18,516
Special class.													
Coal	603	1,255		759	2,293	992	357	501		1,100	3,346	4,400	110,347
Stone, not suitable for cutting													
Kryolite													2,734
Iron ore													1,316
Total, special class	603	1,255		759	2,293	992	357	501		1,100	3,346	4,400	114,397
Grand total	262,585	385,782	353,863	277,023	225,491	218,969	190,476	224,110	221,074	165,337	190,547	237,226	396,743

N.—STATEMENT showing the Number of Vessels which took their Cargoes of Wheat through the Welland Canal from Ports west of Port Colborne, the quantity transhipped at Kingston and the quantity of each through the St. Lawrence Canals to Montreal during the season of Navigation in 1907.

Name of Vessels.	Original Quantity through the Welland Canal.	Quantity transhipped at Kingston.	Cargo through the St. Lawrence Canals to Montreal.
	Tons.	Tons.	Tons.
Canadian Steamer Advance	1,080		1,080
" " "	1,109	180	929
" " "	600		600
" " "	1,136	126	1,010
" " "	1,125		1,125
" " "	1,129		1,129
" " "	1,110		1,110
" " A. E. Ames	1,620		1,620
" " "	1,560		1,560
" " "	1,605		1,605
" " "	1,575		1,575
" " "	1,560		1,560
" " "	1,575		1,575
" " "	1,380		1,380
" " "	1,440		1,440
" " "	1,425		1,425
" " Arabian	1,200		1,200
" " "	1,184		1,184
" " "	1,201		1,201
" " "	1,163		1,163
" " "	1,195		1,195
" " "	1,124		1,124
" " "	1,200		1,200
" " Bickerdike	1,390		1,390
" " "	1,455		1,455
" " "	1,380		1,380
" " "	1,364		1,364
" " "	1,360		1,360
" " "	1,370		1,370
" " City of Ottawa	918		918
" " "	900		900
" " City of Montreal	960		960
" " "	870		870
" " "	900		900
" " Carleton	2,048		2,048
" " Carnuna	1,320		1,320
" " "	1,301		1,301
" " "	1,341		1,341
" " Edmonton	706		706
" " "	1,686		1,686
" " Haddington	2,220		2,220
" " "	2,220		2,220
" " "	2,278		2,278
" " "	2,250		2,250
" " "	2,297		2,297
" " "	2,250		2,250
" " "	2,229		2,229
" " Neepawah	1,350		1,350
" " "	1,770		1,770
" " "	750		750
" " Nevada	1,440		1,440
" " "	1,380		1,380
" " "	1,170		1,170
" " H. M. Pellatt	1,417		1,417
" " "	1,290		1,290
" " "	1,380		1,380
" " "	1,461		1,461
" " "	1,290		1,290
" " "	1,348		1,348
" " "	1,464		1,464
" " "	1,398		1,398

N.—STATEMENT showing the Number of Vessels which took their Cargoes of Wheat through the Welland Canal from Ports west of Port Colborne, the Quantity transhipped at Kingston and the Quantity of each through the St. Lawrence Canals to Montreal during the season of Navigation in 1907.—*Concluded.*

Name of Vessels.	Original Quantity through the Welland Canal.	Quantity transhipped at Kingston.	Cargo through the St. Lawrence Canals to Montreal.
	Tons.	Tons.	Tons.
Canadian Steamer J. H. Plummer	1,357		1,357
" " "	1,290		1,290
" " "	1,260		1,260
" " "	1,470		1,470
" " "	1,399		1,399
" " "	1,350		1,350
" " "	1,110		1,110
" " Pollux	1,380		1,380
" " Rosedale	823		823
" " "	510		510
" " "	1,771		1,771
" " Stormount	2,233	799	1,434
" " "	2,118		2,118
" " Turret Cape	2,013		2,013
" " Turret Chief	2,070		2,070
" " Wahcondah	1,630		1,630
" " "	768		768
" " "	1,593		1,593
" Barge Hamilton	1,908		1,908
United States Steamer Bermuda	1,650		1,650
" " J. S. Keefe	2,310		2,310
" " Jno. Lambert	2,250		2,250
" " "	1,588		1,588
" " "	750		750
" " Marshall	1,560	83	1,477
" " R. Wallace	2,280	45	2,235
Total	125,658	1,233	124,425

Number of cargoes of Wheat	87	
Quantity through Welland Canal to Kingston	125,658	tons.
" transhipped at Kingston	1,233	"
" taken to Montreal in vesssels in which it arrived at Kingston	124,425	"

N.—STATEMENT showing the number of Vessels which took their Cargoes of Corn through the Welland Canal from Ports west of Port Colborne, the quantity transhipped at Kingston, and the quantity of each cargo through the St. Lawrence Canals to Montreal, during the Season of Navigation in 1907.

Names of Vessels.	Original Quantity through the Welland Canal.	Quantity transhipped to Kingston.	Cargo through the St. Lawrence Canal to Montreal.
	Tons.	Tons.	Tons.
Canadian Steamer Cataract	1,114		1,114
" " City of Ottawa	476		476
" " City of Montreal	672		672
" " Iona	353		353
United States Steamer J. H. Devereux—	1,972		1,972
" " J. S. Keefe	2,259		2,259
" " J. Lambert	668		668
" " "	1,487		1,487
" " J. Sharples	2,156		2,156
Total	11,157		11,157

	Number.	Tons.
Number of Cargoes of Corn	9	
Quantity through Welland Canal to Kingston		11,157
" transhipped at Kingston		
" taken to Montreal in vessels in which it arrived at Kingston		11,157

RECAPITULATION of the Number of Vessels passed DOWN the Welland Canal with Cargoes of Grain for Montreal; the quantity transhipped at Kingston, and the quantity taken to Montreal, for the season of Navigation in 1907.

—	Number of Cargoes.	Total Number.
Wheat	87	
Corn	9	
Total		96
	Tons.	Tons.
Quantity of wheat through the Welland Canal bound for Montreal	125,658	
" corn " "	11,157	
Total through the Welland Canal		136,815
Quantity of the above transhipped at Kingston—		
Wheat	1,233	
Corn		
Total transhipped		1,233
Quantity of the above cargoes taken to Montreal in vessels in which it arrived at Kingston—		
Wheat	124,425	
Corn	11,157	
Total quantity to Montreal		135,582
Grand total		136,815

O.—Statement showing the Quantity of Grain passed Down the Welland Canal to Kingston, Ogdensburg and other Ports; in Canadian and United States vesssel entering the Canal at Port Colborne, during the season of Navigation in 1907.

Articles.	Canadian Vessels.				United States Vessels.				Total.	
	Steam.		Sail.		Steam.		Sail.		Steam and Sail.	
	No	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	216	225,656	39	37,592	257	315,325	6	4,369	518	582,942
Barley		8,726		468		4,046				13,240
Corn		6,713		514		259,895		4,571		271,693
Oats		49,689		16,627		7,033				73,369
Pease						25				25
Rye						2,270				2,270
Wheat		294,248		50,808		130,818		4,429		480,303
Total		359,376		68,437		404,087		9,000		840,900

					Tons.
216	Cargoes in	Canadian Vessels,	Steam,	total quantity	359,376
33	"	"	Sail	"	68,437
257	"	United States	Steam	"	404,087
6	"	"	Sail	"	9,000

P.—Statement of the Quantity of Grain arrived at Kingston, Ogdensburg and Prescott, in Vessels which passed Down the Welland Canal, during the season of Navigation in 1907.

Summary.	Tons.	Tons.
Canadian Steam—216 Cargoes of Grain	359,376	
" Sail 39 "	68,437	
Total in Canadian Vessels		427,813
United States Steam—257 Cargoes of Grain	404,087	
" Sail 6 "	9,000	
Total in United States Vessels		413,087
Total in Canadian and United States Vessels		840,900
Distributed as follows:—		
120 Canadian and 14 United States Vessels arrived at Kingston and discharged part of their cargoes, taking the balance to Montreal		168,796
287 Vessels arrived at Kingston and discharged all their cargoes, as follows:—		
171 Cargoes in Canadian Vessels	274,855	
116 " United States Vessels	191,922	
Quantity transhipped and taken to Montreal		466,777
Quantity remaining at Kingston, Ogdensburg, Prescott and American Ports		205,327
Total		840,900

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Q.—Comparative Statement of the Quantity of Grain passed Down the Welland Canal to Kingston and Ogdensburg, during the Seasons of Navigation in 1906 and 1907.

	1906.		1907.	
	No. of Cargoes	Tons.	No. of Cargoes	Tons.
Quantity arrived at Kingston in Canadian vessels	205	344,605	255	427,813
Quantity arrived at Kingston and Ogdensburg in United States vessels	188	269,800	263	413,087
Total	393	614,405	518	840,900
Quantity transhipped at Kingston and Ogdensburg in Canadian vessels for Montreal	.....	269,773	.....	*466,777
Quantity taken to Montreal in vessels in which it arrived at Kingston	.....	135,162	.....	168,796
Quantity remaining at Kingston, Ogdensburg and Cardinal	.....	209,470	.....	205,327
Total	.....	614,405	.....	840,900

*Of this quantity, 2,994 tons were transhipped from Kingston, being grain of 1906. 134 vessels took their cargoes through in 1907, against 108 in 1906. 287 vessels discharged all their cargoes in 1907, against 185 in 1907.

S.—The quantity of Coal passed through the Welland Canal during a series of years from 1885 to 1907, inclusive, and the amount of Tolls heretofore collected thereon, now free, is as follows :—

Years.	From Canadian Ports to Canadian Ports.	From Canadian Ports to Canadian Ports.	From United States Ports to United States Ports.		From United States Ports to Canadian Ports.		Total.	Amount of Tolls paid. — Rate 20 cents a ton.
	Up.	Down.	Up.	Down.	Up.	Down.		
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	$ cts.
1885			193,442	4,974	10,321	31,350	240,087	48,017 40
1886			184,564	5,400	22,187	49,724	261,875	52,375 00
1887			81,617	1,163	26,775	25,968	135,523	27,104 60
1888			172,381	878	17,365	27,183	217,807	43,561 40
1889			226,352	1,124	12,036	25,931	265,443	53,188 60
1890	80		116,616	615	17,280	22,781	202,372	38,222 30
1891			185,190	1,382	17,374	20,698	224,644	44,928 20
1892			183,244	651	12,391	15,330	211,616	42,284 13
1893			204,704	2,123	8,325	17,944	233,096	6,619 20
1894			187,794	727	1,269	13,947	203,737	40,789 93
1895	4		148,887	603	1,565	7,807	158,866	31,773 05
1896	20	210	206,093	1,255	4,127	11,740	223,445	44,668 20
1897		4	165,143		1,277	9,799	176,223	35,244 60
1898			156,055	759	986	4,536	162,336	32,467 20
1899			86,638	2,293	525	8,276	97,732	19,546 40
1900	8		45,032	992		1,360	47,392	9,478 40
1901			46,345	357	456	2,322	49,480	9,896 00
1902			12,410	501	65	51,037	64,013	12,845 60
1903	3		113,076		4,796	30,009	147,884	*29,576 80
1904	2,919		62,782	1,100	3,711	32,813	103,325	*20,665 00
1905			70,118	3,346	11,436	37,742	172,642	*34,528 40
1906	60		29,123	4,400	7,161	106,843	147,587	*29,517 40
1907	2,857		110,347		10,453	143,555	267,212	*53,442 40

Note.—Tolls on soft coal passed down the Welland Canal, during the season of 1890, were reduced from 20 to 10 cents a ton, per O.C. May 11, 1890, for the season of 1890 only ; the rate for 1891, 1892, 1893, 1894, 1895, 1896, 1897, 1898, 1899, 1900, 1901 and 1902, being 20 cents a ton for passage either eastward or westward. During 1906 all tolls were free. O.C. April 23, 1903.

* These tolls were "free" by O.C. April 27, '03.

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T.—STATEMENT showing the quantity of Coal passed through the whole length of the St. Lawrence Canal during the seasons of 1885 to 1907 inclusive.

YEARS.	Quantity passed up free of Tolls.	Quantity passed down to Montreal.	Total Quantity passed up and down.	Amount of Tolls Quantity passed down Montreal.
	Tons.	Tons.	Tons.	$ cts.
1885	5,035	122,829	127,864	18,424 35
1886	3,301	118,802	122,103	17,820 70
1887	7,579	121,618	129,197	18,242 70
1888	8,341	123,050	131,391	18,423 90
1889	5,360	124,290	129,650	18,604 90
1890	6,538	135,168	141,706	20,275 20
1891	7,951	141,701	149,652	21,255 15
1892	7,543	157,134	164,677	23,570 10
1893	2,285	147,139	149,424	22,070 85
1894	16,213	169,552	185,765	25,432 80
1895	.....	165,151	165,151	24,772 65
1896	689	161,551	162,240	24,232 65
1897	40	164,963	165,003	24,722 37
1898	400	175,609	176,009	26,341 05
1899	448	201,546	201,994	30,231 80
1900	10	280,169	280,179	42,025 35
1901	2,765	298,245	301,010	44,732 55
1902	9,231	95,702	104,933	11,958 90
1903	30	290,548	290,578	*43,555 73
1904	9,670	320,973	330,643	*48,145 95
1905	8,518	345,589	354,107	*51,868 33
1906	6,989	313,080	320,069	*47,905 93
1907	1,281	406,978	408,259	*50,440 20

NOTE.—Coal is allowed to pass free up the St. Lawrence Canal. Con. O.C. Oct. 26 1889.
*These tolls were 'free' by O.C. April 27, 1903.

U.—Comparative Statement of the quantity of Freight passed down the Welland Canal, showing the quantity to Montreal, the quantity to Canadian Ports between Port Dalhousie and Cornwall, and the quantity to United States Ports, Oswego, Ogdensburg, &c., on the south side of Lake Ontario, for the years 1896 to 1907 inclusive.

Articles.	Quantity passed down to Montreal.	Quantity passed down to Canadian Ports between Port Dalhousie and Cornwall.	Quantity passed down to United States Ports.
1896.	Tons.	Tons.	Tons.
All other vegetables	29		
Apples	†1,263		
Ashes	94		
Barley	240		11,128
Cement and water-lime	12		
Coal		11,742	1,255
Corn	182,330	19,688	118,426
Crockery	5		
Fish		2	
Flour	11,964	13,846	16,224
Furniture		3	
Glass	9	3	
Hay, pressed		563	
Hides, skins, &c			41
Horses	1	1	3
Iron, railway		1,192	
" pig	5	1,559	
" all other	2,020	1,725	
Lard and lard oil			1,348
Meal, all kinds		500	46,456
Molasses	167		
Oats	12,373	1,454	14,351
Oil, in barrels	23		1,005
Pease	3,020	10	
Pork	1		390
Rags	4		
Rye	8,323	647	
Salt		80	
Seeds of all kinds	20		78
Steel	542	11,317	498
Sugar	1		165
Tobacco		1	
Wheat	*254,763	51,587	16,467
Wool		8	900
Merchandise not enumerated	376	54	3,960
Barrels, empty			10
Firewood, in vessels			165
Sawn lumber "	657	1,286	78,397
Shingles		94	40
Square timber, in vessels		55,588	
" in rafts	1,200		
Woodenware			12
Total	479,442	172,950	311,349

† 523 tons of this quantity of apples paid full tolls by sections on the Welland Canal, and consequently does not appear on the Welland Through Statement.

* Of this amount 5,290 tons came down to Kingston in 1895, were stored there and transhipped to Montreal in 1896.

U —Comparative Statement of the Quantity of Through Freight passed down the Welland Canal, &c.—*Continued.*

Articles.	Quantity passed down to Montreal.	Quantity passed down to Canadian Ports between Port Dalhousie and Cornwall.	Quantity passed down to United States Ports.
1897.	Tons.	Tons.	Tons.
Agricultural products, vegetables			32
Ashes	133		
Barley			14,173
Bricks		739	845
Clay, lime and sand	38	430	
Coal		9,803	
Corn	*264,396	11,103	115,689
Flaxseed	3,293	169	
Flour	1,029	211	7,237
Furniture	1	5	
Glass	53	9	
Hay, pressed			301
Horses	1	1	3
Hides and skins, &c			23
Iron, railway		6,241	965
" pig		2,828	
" all other	7,564	6,143	
Lard and lard oil			1,444
Meal, all kinds		699	41,644
Molasses	9		
Oats	*6,847	3,046	15,233
Oil, in barrels	112	51	198
Pease	*2,078	3	
Pork			243
Rye	8,435	48	
Salt	216		
Stone for cutting		330	
Seeds, all kinds			299
Steel	375	4,680	
Sugar			31
Spirits, beer, &c	46		
Tobacco	51		
Wheat	*278,498	†39,057	12,661
Wool			197
Merchandise not enumerated	1,214	347	3,591
Firewood, in vessels		12	
Hoops	257	8	
Lumber, sawn in vessels	478	1,158	69,710
Masts " "			403
" " rafts		5	
Railway ties, in vessels		999	
Split posts "		4	
Timber, square "	1,207	81,117	1,040
Staves and headings, salt barrel	4,716		
Woodenware			1
Total	581,047	169,246	285,963

* Of this quantity of corn 573 tons came down to Ogdensburg and Prescott in 1896, were stored there and transhipped to Montreal in 1897.

* Of this quantity of oats 50 tons came down to Prescott in 1899 and passed down to Montreal in 1897, and 170 tons passed through on St. Catharines Reports; 136 tons of which passed down to Montreal.

* Of this quantity of pease 230 tons were transhipped and passed through on St. Catharines Reports.

* Of this quantity of wheat 624 tons were transhipped and passed through on St. Catharines Reports, and 7,072 tons came down to Kingston and Prescott in 1896 and passed down to Montreal in 1897.

† Of this quantity, 1,079 tons were transhipped and passed through on St. Catharines Reports.

U.—Comparative Statement of the Quantity of Through Freight passed down the Welland Canal, &c.—*Continued.*

Articles.	Quantity passed down to Montreal.	Quantity passed down to Canadian Ports between Port Dalhousie and Cornwall.	Quantity passed down to United States Ports.
1898.	Tons.	Tons.	Tons.
Agricultural products, vegetable	56		
Ashes	73		
Barley	3,960	1,417	6,909
Cement and water-lime			300
Clay, lime and sand	52	1	
Coal		4,536	759
Corn	*310,498	13,338	116,317
Flaxseed	5,687	9	
Flour	653		4,212
Furniture			2
Glass	75		
Horses	4		
Iron, railway		674	770
" pig		4,187	
" all other	6,217	257	324
" ore		13,433	
Lard, and lard oil			3,671
Meal, all kinds			22,626
Molasses	56		
Oats	3,975	625	12,729
Oil, in barrels	1,141	15	119
Paint			3
Pease	260		45
Pork			1,271
Rye	*16,133	39	
Salt	144	544	
Seeds, all kinds			44
Spirits, beer, &c.	4		34
Steel	1,351	3,122	2,951
Stone for cutting		554	
Tallow			359
Wheat	*184,706	15,860	8,612
Wool			89
Merchandise not enumerated	866	25	3,828
Firewood, in vessels		747	
Lumber, sawn, in vessels	3,065	2,840	72,897
Railway ties		190	
Shingles		11	
Square timber	329	48,369	
Total	539,305	110,893	258,871

* Of this quantity of corn, 2,349 tons came down to Ogdensburg and Prescott in 1887, were stored there, and transhipped to Montreal in 1898.

* Of this quantity of rye 45 tons came down to Prescott in 1897, were stored there, and transhipped to Montreal in 1898.

* Of this quantity of wheat, 4,165 tons came down to Kingston in 1897, were stored there, and transhipped to Montreal in 1898.

U.—Comparative Statement of the Quantity of Through Freight passed down the Welland, Canal, &c.—*Continued.*

Articles.	Quantity passed down to Montreal.	Quantity passed down to Canadian Ports between Port Dalhousie and Cornwall.	Quantity passed down to United States Ports.
1899.	Tons.	Tons.	Tons.
Agricultural products, vegetable	32		
Ashes	58		
Barley	596		1,828
Clay, lime and sand	15		
Coal		8,276	2,293
Corn	*150,999	16,594	43,854
Flaxseed	200		
Flour	4,229	1,889	4,404
Furniture		2	7
Glass	6		
Horses	1		
Iron, ore		26,125	
" all kinds	5,063		194
Lard and lard oil		3	964
Meal, all kinds			18,198
Molasses	159		8
Nails	1	1	11
Oats	*10,250	1	13,139
Oil, in barrels	7,143	2	254
Paints			2
Pork			343
Rags			1
Rye	923		
Salt	183	479	549
Seeds, all kinds			11
Spirits, beer, &c	74	71	168
Steel	3,000	1,562	11,802
Stone for cutting		429	
Tallow			201
Tobacco	96		
Wheat	*269,978	23,602	9,190
Wool			130
Merchandise not enumerated	518	126	6,219
Barrels, empty	1		
Firewood, in vessels		27	
Hop poles		100	
Lumber, sawn, in vessels	924	4,583	57,695
Masts and spars		3	
Railway ties		74	1,273
Shingles		50	
Square timber, in vessels	26	24,959	
Total	354,485	108,958	172,738

* Of this quantity of corn 7,443 tons came down to Ogdensburg and Prescott in 1898, were stored there, and transhipped to Montreal in 1899.

* Of this quantity of oats 187 tons passed down from Dunville to Montreal.

* Of this quantity of wheat 6,447 tons passed down to Kingston in 1898, were stored there, and transhipped to Montreal in 1899.

U.—Comparative Statement of the Quantity of Through Freight passed down the Welland Canal, &c.—*Continued.*

Articles.	Quantity passed down to Montreal.	Quantity passed down to United States Ports.	Quantity passed down to Canadian Ports between Port Dalhousie and Cornwall.
1900.	Tons.	Tons.	Tons.
Agricultural products, vegetable		1	6
Ashes	25	15	
Barley	1,288	563	1,598
Cement and water-lime			18
Clay, lime and sand	15		
Coal		1,360	992
Corn	*109,359	9,844	44,306
Flour	1,595	990	6,371
Furniture	1		
Glass, all kinds	6	4	
Horses			4
Iron, pig	508	1,284	
" all other	4,292	1,044	714
" ore		58,400	
Lard and lard oil			1,588
Meal (all kinds)			14,244
Molasses		21	57
Oats	*8,925	348	30,840
Oil, in barrels	15,647	4,288	17
Oil-cake			2,705
Paint		2	36
Pease	115		4
Pitch and tar		24	
Pork			117
Rye	3,078	160	300
Salt		467	
Soda ash		15	
Steel	5,420		2,601
Sugar			154
Tallow			631
Wheat	*121,896	6,610	7,541
White lead	16		
Merchandise not enumerated	103	154	7,899
Barrels, empty	182	407	5
Firewood, in vessels		1,143	
Lumber, sawn, in vessels	15,760	5,701	55,128
Shingles		90	
Square timber, in vessels		20,267	
Staves		3	
Total	288,231	113,205	177,876

* Of this quantity of corn 751 tons came to Ogdensburg, Kingston and Prescott in 1889, were stored there, and transhipped to Montreal in 1900

* Of this quantity of oats 585 tons came down to Ogdensburg, Kingston and Prescott in 1899, were stored there, and transhipped to Montreal in 1900.

* Of this quantity of wheat 10,835 tons came down to Ogdensburg, Kingston and Prescott in 1900, were stored there, and transhipped to Montreal in 1900.

U.—Comparative Statement of the Quantity of Through Freight passed down the Welland Canal, &c.—*Continued*

Articles.	Quantity passed down to Montreal.	Quantity passed down to Canadian Ports between Port Dalhousie and Cornwall.	Quantity passed down to United States Ports.
1901.	Tons.	Tons.	Tons.
Agricultural implements	1,785		
" products, vegetable			10
Ashes	3		
Barley			7,119
Coal		2,322	357
Corn	14,319	4,828	48,609
Flaxseed	4,965	2	
Flour	1,400	218	15,768
Furniture	5		
Glass (all kinds)	1		
Hay, pressed	246		
Iron, pig		1,790	
" all other	1,178	589	
" ore		98,452	
Lard and lard oil	1,155	827	525
Meal (all kinds)	35		13,981
Meats	114	7	
Molasses		17	
Oats	1,584	853	25,704
Oil (in barrels)	14,987	2,971	22
Oil-cake	1,083	113	219
Paint	17	6	
Pitch and tar		17	
Pork	34	970	10
Rye	2,961		
Salt	50	165	105
Soda ash	4		
Spirits, &c	32		
Sugar	112		448
Tallow			119
Tobacco, raw	23		
Wheat	*132,702	8,051	9,057
Wool			3
Merchandise not enumerated	2,420	1,395	966
Barrels, empty	66		216
Firewood, in vessels		1,287	
Lumber, sawn, in vessels	2,635	3,412	51,931
Mast spars, &c. "		13	
Shingles		18	
Square timber, in vessels	504	14,023	
Total	184,420	142,346	175,169

* Of this quantity 9,324 tons came to Ogdensburg in 1900, were stored there, and transhipped to Montreal in 1901.

U.—Comparative Statement of the Quantity of Through Freight passed down the Welland Canal, &c.—*Continued.*

Articles.	Quantity passed down to Montreal.	Quantity passed down to Canadian Ports between Port Dalhousie and Cornwall.	Quantity passed down to United States Ports.
1902.	Tons.	Tons.	Tons.
Agricultural implements	12		399
Barley			7,418
Coal	15,976		35,562
Corn	1,719	10,335	55,593
Fish		1	
Flour	6,755	5,897	7,030
Furniture			17
Iron, railway	50		
" all other	5,785		220
" ore		3,492	18,988
Lard, and lard oil			2,413
Meal, all kinds			12,675
Molasses	54	18	
Oats	1,442		9,764
Oil (in barrels)	12,091	131	1,594
Oil cake			110
Paint		20	
Pitch and tar		33	
Pork			632
Rye	4,079		
Seeds, all kinds			10
Sugar			280
Wheat	* 200,975	12,452	8,389
Wool			752
Merchandise not enumerated	419	172	1,928
Barrels (empty)	5	15	
Firewood, in vessels		288	
Lumber, sawn, in vessels	1,085	1,178	97,300
Saw logs		28	
Square timber, in vessels		20,838	
Staves (barrel)		35	
Woodenware	17		
Total	250,475	55,733	361,078

* Of this quantity 6,096 tons were transhipped to Montreal, being grain of 1901.

U.—Comparative Statement of the Quantity of Through Freight passed down the Welland Canal, &c.—*Continued.*

Articles.	Quantity passed down to Montreal.	Quantity passed down to Canadian Ports between Port Dalhousie and Cornwall.	Quantity passed down to United States Ports.
1903.	Tons.	Tons.	Tons.
Agricultural implements	46		
" products		1	
Ashes	14		
Barley	2,206	1,017	11,433
Coal		30,009	
Corn	116,223	13,846	80,689
Flax and hemp		5	
Flaxseed	3,643		
Flour	16,151		6,082
Furniture	3	10	
Glass, all kinds	15		
Horses			2
Iron, railway		15	
" all other	2,542	556	
" ore		18,323	
Meal, all kinds	348		13,549
Molasses	240	16	
Nails	19		
Oats	2,438		5,315
Oil	14,619	518	2,000
Oil cake	462	792	740
Paint	5		
Pease	63		22
Pork			153
Rags	4		
Rosin	20		
Rye	4,260		644
Salt	132	2,242	
Seeds, all kinds			27
Spirits	2		3
Steel		5	
Tallow	3	15	
Wheat	* 226,746	14,199	13,725
Wool			482
Merchandise not enumerated	582	117	2,012
Firewood, in vessels		210	9
Lumber, sawn, in vessels		3,086	76,563
Shingles		54	
Timber, square, in vessels		26,324	
Total	390,786	111,360	213,449

* Of this quantity 2,890 tons were transhipped to Montreal, being grain of 1902.

U.—Comparative Statement of the Quantity of Through Freight passed down the Welland Canal, &c.—*Continued.*

Articles.	Quantity passed down to Montreal.	Quantity passed down to Canadian Ports between Port Dalhousie and Cornwall.	Quantity passed down to United States Ports.
1904.	Tons.	Tons.	Tons.
Agricultural implements	17		393
Apples	1		
Ashes	16		3
Barley	9,697	853	16,621
Cement and water-lime	35		
Coal		32,813	1,100
Corn	55,921	3,950	57,473
Dye woods and dye stuffs		2	
Flaxseed	212		
Flour	24,662	635	8,556
Furniture	6	12	
Glass, all kinds	3		1
Hides and skins	10	1	
Iron, railway	8,170		2,166
" all other	1,651		1,306
" ore	17,362		19,460
Meal, all kinds	57		13,096
Nails		18	
Oats			16,497
Oil, in barrels	12,848		1,755
Oil cake	7,846	2	
Paint		10	17
Pease			3
Pitch and tar		180	
Pork			379
Salt	615	478	
Steel	16	1	
Spirits, &c	766	458	
Sugar			53
Tallow		2	
Tin	87	28	
Wheat	*133,428	18,908	11,929
Wool			134
Merchandise	713	102	1,554
Firewood			717
Hop poles			154
Railway ties			652
Sawn lumber, in vessels		9,743	86,979
Square timber, in vessels	1,544	35,697	
Salt barrels	394		
Total	275,277	103,803	240,998

* Of this quantity 4,014 tons were transhipped to Montreal, being grain of 1903.

SESSIONAL PAPER No. 20a

U.—Comparative Statement of the Quantity of Through Freight passed down the Welland Canal, &c.—*Continued.*

Articles.	Quantity passed down to Montreal.	Quantity passed down to Canadian Ports between Port Dalhousie and Cornwall.	Quantity passed down to United States Ports.
1905.	Tons.	Tons.	Tons.
Agricultural implements			552
Barley	43,607	2,628	9,197
Bricks		15	
Clay, lime and sand	22	200	
Coal	29,351	58,391	3,346
Corn	84,204	3,095	93,622
Crockery and earthenware	93		
Flax seed	15,694		
Flour	14,571	14,458	9,483
Glass, all kinds	21	4	
Hay, pressed		200	
Hides and skins		46	
Iron, railway	10	1,531	
" pig		980	
" all other	384	2,160	
" ore	3,837	18,544	
Lard and lard oil	2,847		
Meats, other than pork			87
Meal, all kinds	270	200	9,336
Molasses	820	63	
Nails	64		1
Oats	21,404	3,776	10,892
Oil, in barrels	20,700	3,082	
Oil cake	9,229	662	225
Paint		42	
Pease			76
Pitch and tar	53		
Pork			273
Rags			4
Rye	1,711		
Salt	168	36	
Seeds, all kinds			43
Soda ash	59	8	
Spirits, &c	635	104	
Steel	48		
Sugar	2,019		53
Tallow	53		
Tin	53		
Tobacco	204		
Wheat	*190,505	32,562	15,483
White lead			7
Wool			21
Merchandise	851	205	2,008
Barrels, empty			3
Firewood			2,700
Railway ties			2,248
Sawn lumber, in vessels	3,957	12,794	74,279
Square timber, "	1,260	9,500	
Shingles			62
Split posts, in vessels			12
Total	448,704	165,286	234,017

* Of this quantity 2,809 tons were transhipped to Montreal, being grain of 1904.

U.—Comparative Statement of the quantity of Through Freight passed down the Welland Canal, &c.—*Continued.*

Articles.	Quantity passed down to Montreal.	Quantity passed down to Canadian Ports between Port Dalhousie and Cornwall.	Quantity passed down to United States Ports.
1906.	Tons.	Tons.	Tons.
Agricultural products, vegetables			1
Agricultural implements			494
Ashes	42		
Barley	21,196	984	9,266
Cement and water-lime		1	
Coal		106,843	4,400
Corn	55,559	15,688	140,558
Flaxseed	80,570	3,392	756
Flour	9,174	70	8,916
Furniture	6		1
Glass, all kinds	11		
Hides, skins, &c.	2		
Iron, all other	269	1,070	27
" pig		1,691	
" railway		1,091	
Lard and lard oil	4,810	2	
Meal, all kinds	60		10,668
Nails		11	
Oats	37,164	819	11,323
Oils	18,995	5,134	
Ore, iron		5,862	
Pease		11	
Pork		268	
Rye	1,405	6	
Salt	75	19	
Seeds, all kinds		3	3
Soda ash	30		
Steel		2	
Sugar			840
Spirits, all kinds	614	370	
Wheat	*289,611	15,834	14,972
Wool			89
Merchandise	466	337	2,324
Barrels, empty			2
Firewood		54	3,609
Lumber sawn, in vessels	100	39,207	27,701
Railway ties, "		849	
Staves	1,500		
Shingles			53
Timber, square, in vessels	1,500	10,000	
Total	523,159	209,628	236,003

* Of this quantity 4,191 tons were transhipped to Montreal, being grain of 1905.

SESSIONAL PAPER No. 20a

U.—Comparative Statement of the Quantity of Through Freight passed down the Welland Canal, &c.—*Concluded.*

Articles.	Quantity passed down to Montreal.	Quantity passed down to Canadian Ports between Port Dalhousie and Cornwall.	Quantity passed down to United States Ports.
1907.	Tons.	Tons.	Tons..
Barley	9,936	492	2,812
Cement and water-lime		58	
Coal	70,489	73,066	
Corn	106,299	31,901	133,493
Flour	3,730	61	18,898
Glass, all kinds	4		
Hay, pressed		81	
Hides and skins, &c		1	
Iron, pig		3,360	1,303
" all other	124	106	30
" ore		20,990	
Lard and lard oil		86	
Meal, all kinds		682	21,976
Nails			3
Oats	67,063	1,535	4,741
Oil	22,111	10,995	7
Oil cake			114
Pease			25
Pork			429
Paint		11	1
Pitch and tar	101	30	
Rye	2,266	2	2
Flaxseed	49,159	1,635	
Salt	143	103	
Seeds, all kinds	20		17
Soda, ash	15		
Sugar		5	1,250
Spirits, all kinds	1,224	561	
Wheat	*450,009	8,072	22,222
White lead			4
Wool			30
Merchandise, not enumerated	2,294	15	3,776
Barrels, empty			1
Firewood, in rafts			1,980
Lumber, sawn, in vessels		1,595	41,087
Railway ties "			2,151
Shingles			70
Square timber	4,180	13,442	
Total	789,167	168,455	256,422

* Of this quantity, 2,904 tons were transhipped to Montreal, being grain of 1906.

U.—STATEMENT showing the Quantity of Through Freight passed down the Welland Canal, &c.—*Continued.*

RECAPITULATION—*Continued.*

Articles.	Quantity passed down to Montreal.	Quantity passed down to Canadian Ports between Port Dalhousie and Cornwall.	Quantity passed down to United States. Ports on the south side of Lake Ontario.
1896.	Tons.	Tons.	Tons.
Barley	240	.....	11,128
Corn	181,330	19,688	118,426
Oats	12,373	1,454	14,351
Rye	3,020	10	.....
Wheat	8,323	647	.....
	254,763	51,564	16,467
Total grain	†461,049	73,386	160,372
Other articles	18,393	99,564	150,977
Total	749,442	172,959	311,349
1897.			
Barley	.....	.....	14,173
Corn	264,396	11,103	115,689
Oats	6,774	3,046	15,233
Pease	2,078	3	.....
Rye	8,435	48	.....
Wheat	278,498	39,057	12,661
Total grain	*560,254	53,257	157,756
Other articles	20,793	114,989	122,207
Total	581,047	166,246	285,963
1898.			
Barley	3,960	1,417	6,909
Corn	310,498	13,338	116,317
Oats	3,975	625	12,729
Pease	260	.....	45
Rye	16,133	39	.....
Wheat	184,706	15,860	8,612
Total grain	**519,532	31,279	144,612
Other articles	19,773	79,614	114,259
Total	539,305	110,893	258,871

† Of this amount, 5, 290 tons came down to Kingston in 1895, was stored there, and transhipped to Montreal in 1906.

* Of this quantity, 7,695 tons came down in 1896 and were transhipped to Montreal in 1897.

**Of this quantity, 6,550 tons came down in 1897 and were transhipped in 1898.

SESSIONAL PAPER No. 20a

U.—STATEMENT showing the Quantity of Through Freight passed down the Welland Canal, &c.—*Continued.*

RECAPITULATION—*Continued.*

Articles.	Quantity passed down to Montreal.	Quantity passed down to Canadian Ports between Port Dalhousie and Cornwall.	Quantity passed down to United States Ports on the south side of Lake Ontario.
1899.	Tons.	Tons.	Tons.
Barley	568		1,828
Corn	150,999	16,594	43,854
Oats	10,250	1	13,139
Pease			
Rye	923		
Wheat	169,978	24,602	9,190
Total grain	‡ 332,736	40,197	68,011
Other articles	21,739	68,671	104,727
Total	354,485	108,958	172,732
1900.			
Barley	1,288	563	1,598
Corn	109,358	9,844	44,406
Oats	8,925	348	30,840
Pease	115		4
Rye	3,078	160	300
Wheat	121,896	6,610	7,541
Total grain	**244,661	17,525	84,589
Other articles	43,670	95,680	93,287
Total	288,231	113,205	177,876
1901.			
Barley			
Corn	14,319	4,828	49,609
Oats	1,584	853	25,704
Pease			
Rye	2,961		
Wheat	132,702	8,051	9,057
Total grain	†151,566	13,732	83,370
Other articles	32,854	128,614	91,799
Total	184,420	142,346	175,169
1902.			
Barley			7,418
Corn	1,719	10,335	55,583
Oats	1,412		9,764
Pease			
Rye	4,079		
Wheat	200,975	12,452	8,389
Total grain	‡208,215	22,787	81,165
Other articles	42,260	32,946	179,914
Total	250,475	55,733	261,078

‡ Of this quantity, 14,077 tons came down in 1898 and were transhipped to Montreal in 1899.
** Of this quantity, 12,171 tons came down in 1899 and were transhipped to Montreal in 1900.
† Of this quantity, 9,324 tons came down in 1900 and were transhipped to Montreal in 1901.
‡ Of this quantity, 6,096 tons came down in 1901 and were transhipped to Montreal in 1902

U.—STATEMENT showing the Quantity of Through Freight passed down the Welland Canal, &c.—*Continued.*

RECAPITULATION—*Continued.*

Articles.	Quantity passed down to Montreal.	Quantity passed down to Canadian Ports between Port Dalhousie and Cornwall.	Quantity passed down to United States Ports on the south side of Lake Ontario.
1903.	Tons.	Tons.	Tons.
Barley	2,206	1,017	11,433
Corn	116,223	13,846	80,689
Oats	2,438		5,315
Pease	63		22
Rye	4,200		644
Wheat	226,746	14,199	13,725
Total grain	§351,936	29,062	111,828
Other articles	38,850	82,298	101,621
Total	390,786	111,360	213,449
1904.			
Barley	9,697	853	16,621
Corn	55,021	3,950	57,473
Oats			16,497
Pease			3
Rye			
Wheat	*133,528	18,908	11,929
Total grain	198,246	23,711	102,523
Other articles	77,031	80,092	138,475
Total	375,277	103,803	240,998
1905.			
Barley	43,607	2,628	9,197
Corn	84,204	3,095	93,622
Oats	21,404	3,776	10,892
Pease			76
Rye	1,711		
Wheat	190,505	32,562	15,483
Total grain	**341,431	42,061	129,270
Other articles	107,273	123,225	104,747
Total	448,704	165,286	234,017
1906.			
Barley	21,196	984	9,266
Corn	55,559	15,688	140,558
Oats	37,164	819	11,323
Pease		11	
Rye	1,405	6	
Wheat	***289,611	15,843	14,972
Total grain	404,935	33,351	176,119
Other articles	118,224	176,277	59,884
Total	523,159	209,628	236,003

§ Of this quantity, 2,890 tons came down in 1902 and were transhipped in 1903.
* Of this quantity, 4,014 tons were transhipped to Montreal, being grain of 1903.
** Of this quantity, 2,809 tons were transhipped to Montreal, being grain of 1904.
*** Of this quantity, 4,191 tons were transhipped to Montreal, being grain of 1905.

SESSIONAL PAPER No. 20a

U.—STATEMENT showing the Quantity of Through Freight passed down the Welland Canal &c.—*Concluded.*

RECAPITULATION—*Concluded.*

Articles.	Quantity passed down to Montreal.	Quantity passed down to Canadian Ports between Port Dalhousie and Cornwall.	Quantity passed down to United States Ports on the south side of Lake Ontario.
1907.	Tons.	Tons.	Tons.
Barley	9,936	492	2,812
Corn	106,299	31,901	133,493
Oats	67,063	1,565	4,741
Pease	.....	.....	25
Rye	2,266	2	2
Wheat	†450,009	8,072	22,222
Total grain	635,573	42,032	163,295
Other articles	153,594	126,423	93,127
Total	789,167	168,455	256,422

† Of this quantity, 2,994 tons were transhipped to Montreal, being grain of 1906.

COMPARATIVE STATEMENT showing the quantity of Vegetable Food and Lumber passed through the Canals during the years ended December 31, 1906 and 1907.

	Vegetable Food.								Lumber.	Total.
	Flour.	Wheat.	Corn.	Barley.	Oats.	Rye.	Buck-wheat.	All [illegible].		
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Welland canal, 1906	18,294	326,798	211,805	31,446	49,306	1,784	.....	1[illegible],739	69,555	720,127
" 1907	22,739	488,565	271,693	13,240	73,369	2,270	.....	[illegible]2,683	4[illegible]51	938,120
Increase	4,445	161,767	59,888	.....	24,063	486	.....	11,944	.....	17,993
Decrease	.....	.....	.....	18,206	.....	.....	.....	.....	26,394	.....
St. Lawrence canals, 1906	14,737	336,246	83,483	27,989	47,412	1,407	764	6,607	86,579	605,224
" 1907	7,585	501,888	135,166	14,399	73,455	2,729	48	6,377	85,791	827,[illegible]41
Increase	.....	165,642	51,683	.....	26,043	1,322	.....	.....	.....	2[illegible],217
Decrease	7,152	.....	.....	13,590	.....	.....	716	230	785	.....
Chambly canal, 1906	945	11	24	5	1,065	.....	.....	1,594	98,926	102,570
" 1907	904	9	113	.....	1,938	.....	.....	1,297	82,818	87,081
Increase	.....	.....	89	.....	873	.....	.....	.....	.....	.....
Decrease	41	2	.....	5	.....	.....	.....	297	16,108	15,489
Ottawa canals, 1906	97	.....	.....	.....	1,510	.....	.....	275	299,811	301,693
" 1907	57	.....	5	.....	1,429	.....	2	1,467	220,971	223,932
Increase	.....	.....	5	.....	.....	.....	2	1,192	.....	.....
Decrease	40	.....	.....	.....	81	.....	.....	.....	78,840	77,761
Rideau canal, 1906	416	896	204	50	1,226	.....	.....	462	26,172	29,426
" 1907	426	957	729	.....	1,185	13	3	126	22,644	26,080
Increase	10	.....	525	.....	.....	13	3	.....	3,528	.....
Decrease	.....	61	.....	50	41	.....	.....	336	.....	3,346

St. Peter's canal, 1905	1,460		39		1,868			5,933	9,403	18,703
" 1906	1,384		23	4	3,156			5,806	7,331	17,704
Increase				4	1,288					
Decrease	76		16					127	2,072	999
Trent Valley canals, 1906	71	695	7	15				214	1,815	2,835
" 1907	17	221	23	10	23	18		526	4,381	5,201
Increase			16		23	18		312	2,566	2,366
Decrease	54	474		5						
Murray canal, 1906	34	27	51	94	12		1	252	1,545	2,016
" 1907	75			840				1,012	766	2,693
Increase	41			746				760		677
Decrease		27	51		12		1		779	
Sault Ste. Marie canal, 1906	268,108	1,031,679	4,068	85,547	144,051	3,934		17,421	55,615	1,610,423
" 1907	345,457	1,481,999	2,604	126,493	189,307	8,626		25,648	62,691	2,242,825
Increase	77,349	450,320		40,946	45,256	4,692		8,227	7,076	632,402
Decrease			1,464							
Total, increase	74,482	777,287	110,675	9,840	97,412	6,495		21,445		978,060
Total, decrease							712		118,864	

Total for year 1906 3,393,017
" 1907 4,371,077

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, MAY 8, 1908.

RICHARD DEVLIN,
Compiler of Canal Statistics

CANAL

COMPARATIVE STATEMENT for years

—	January.	February.	March.	Avril.	May.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Welland canal, 1906				8,433 33	21,269 06
" 1907				9,532 60	29,034 40
Increase				1,099 29	7,765 34
Decrease					
St. Lawrence canals, 1906	115 26	183 61	306 30	1,343 02	14,056 89
" 1907	256 18	45 50		238 52	18,227 97
Increase	140 92	138 11			4,171 08
Decrease			306 30	1,104 50	
Chambly canal, 1906				27 55	2,757 49
" 1907				5 47	4,422,86
Increase					1,665 37
Decrease				22 08	
Ottawa canals, 1906				737 27	4,695 15
" 1907					3,652 26
Increase					
Decrease				737 27	1,042 89
Rideau canal, 1906				59 64	820 93
" 1907					777 97
Increase					
Decrease				59 64	42 96
St. Peter's canal, 1906	12 60			66 69	293 33
" 1907	21 77				256 83
Increase	9 17				
Decrease				66 69	36 50
Trent Valley canals, 1906				2 45	129 13
" 1907				7 30	81 55
Increase				4 85	
Decrease					47 58
Murray canal, 1906				67 20	71 79
" 1907				3 23	187 97
Increase					116 18
Decrease				63 97	
Sault Ste. Marie canal, 1906					
" 1907					
Increase					
Decrease					
Total, Increase	150 09				12,548 04
Total, Decrease		138 11	306 30	950 01	

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, May 8, 1908.

SESSIONAL PAPER No. 20a

REVENUE.

ending December 31, 1906 and 1907.

June.	July.	August.	September.	October.	November.	December.	Total.
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
19,379 35	20,870 82	23,532 03	20,561 70	23,716 09	21,329 33	4,282 76	163,374 45
29,001 85	29,975 41	33,013 06	28,476 86	33,134 15	21,398 84	3,183 51	216,750 68
9,622 50	9,104 59	9,481 03	7,915 16	9,418 06	69 51	.....	53,376 23
....	....	.....	....	....	.....	1,099 25	.....
21,383 27	23,149 03	21,725 20	22,051 88	18,878 04	18,758 11	1,071 06	143,021 67
22,280 09	26,787 14	24,103 17	25,124 30	23,988 87	21,632 02	3,466 12	166,449 88
896 82	3,638 11	2,677 97	3,072 42	5,110 83	2,873 91	2,395 06	23,428 21
.....	.....	.....	.....	.....	... .	....	.....
4,534 66	5,461 24	5,156 43	4,187 80	5,438 83	2,625 18	.....	30,189 18
5,007 81	6,159 84	5,880 94	5,288 88	6,218 77	2,839 19	79 28	35,903 04
473 15	698 60	724 51	1,101 08	779 94	214 01	79 28	5,713 86
....	.....	.....	.....	.....	.....	..... .	.....
4,662 76	5,359 49	5,359 07	4,039 69	3,817 99	2,067 78	.....	30,739 20
3,524 54	3,726 43	4,246 26	3,737 76	4,083 54	2,358 65	.....	25,329 44
.....	.....	....	.....	265 55	290 87	.....	....
1,138 22	1,633 06	1,112 81	301 93	....	....	.....	5,409 76
931 80	1,058 24	1,516 15	1,179 91	847 82	693 42	.....	7,107 91
932 09	1,293 63	1,343 62	946 65	833 56	590 45	.....	6,717 97
... .	235 39	....	.....	.....	.....	....	.....
29	.. . .	172 53	233 26	14 26	102 97	.....	389 94
324 20	328 45	377 93	377 88	375 75	329 84	172 03	2,658 70
286 69	319 57	340 68	376 60	376 57	348 05	235 54	2,562 30
... .	....	....	.....	82	18 21	63 51	.....
37 51	8 88	37 25	1 28	.. ..	..... .	.....	96 40
190 04	266 24	279 32	130 00	119 44	58 95	.....	1,175 57
196 71	347 23	346 95	211 34	168 61	68 24	... .. .	1,427 93
6 67	80 99	67 63	81 34	49 17	9 29	....	252 36
... .	.....	.....	.....	....	.. ..	....	.. . .
166 44	241 95	329 06	163 53	123 85	118 10	1 10	1,283 02
194 43	349 14	381 28	216 39	234 62	73 56	....	1,640 62
27 99	107 19	52 22	52 86	110 77	.....	.....	357 60
....	... .	.....	.....	. . ...	44 54	1 10	.. ..
....	.....	.....	.....	.....	. .....	....	.....
.....	.....	.....	.....	....	... .	.....	.....
.....	.....	.....	....	.....	.....	.....	.....
....	... .	.....	.....	. .....	.....	.....	.....
9,851 69	12,222 93	11,680 77	11,686 39	15,720 88	3,328 29	1,437 50	77,232 16
.....	.....	.....	.....	.....	... ...	....	. ...

Total, Revenue for 1905 ..... $379,549 70
" 1906.. ..... 456,781 86

RICHARD DEVLIN, *Compiler of Canal Statistics.*

APPENDIX A.

No. 1.—General Statement showing the Quantity of each Article transported on the Welland Canal and the Amount of Tolls heretofore collected (now free) during the Season of Navigation in 1907.

Articles.	From Canadian to Canadian Ports.		From Canadian to American Ports.		From American to American Ports.		From American to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls. — Up.	Amount of Tolls. — Down.	Total Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.				
												$ cts.	$ cts.	$ cts.
Ashes, pot and pearl														
Apples														
Agricultural products not enumerated, vegetables	52				7				59		59	8 85		8 85
Agricultural products not enumerated, animal														
Agricultural implements	3,890								3,890		3,890	583 50		583 50
Barley		9,194				2,812		1,234		13,240	13,240		1,324 00	1,324 00
Bricks	600								600		600	90 00		90 00
Bones														
Brimstone														
Buckwheat														
Cement and water lime	1,841							58	1,841	58	1,899	276 15	11 60	287 75
Clay, lime and sand	239								239		239	35 85		35 85
Coal	1,282		1,575		110,347		10,453	143,555	123,657	143,555	267,212	24,731 40	28,711 00	53,442 40
Corn		250				124,474		144,969		271,693	271,693		27,169 30	27,169 30
Cattle														
Cotton (raw)														
Crockery and earthenware	135				5				140		140	21 00		21 00
Dye wood and dye stuffs														
Fish					20				20		20	3 00		3 00
Flax and hemp														
Flour	50	2,276				18,898		1,515	50	22,689	22,739	7 50	4,537 80	4,545 30
Furniture	3								3		3	0 45		0 45
Gypsum														
Glass (all kinds)	279	4							279	4	283	41 85	0 80	42 65
Hay (pressed)	1,096	81							1,096	81	1,177	164 40	16 20	180 60
Hogs														
Horses			1						1		1	0 15		0 15
Hides and skins, horns and hoofs		1								1	1		0 20	0 20
Ice														

Iron, railway	961								961		961	144 15		144 15		
" pig	53	3,360					1,303	53	4,663	4,716	7 95	932 60		940 55		
" all other	6,542					30	230	6,542	260	6,802	981 30	52 00		1,033 30		
" ore		1,754			1,316		19,236	1,316	20,990	22,306	65 80	1,049 50		1,115 30		
Kryolite or chemical ore					2,734			2,734		2,734	136 70			136 70		
Lard and lard oil	12					86		12	86	98	1 80	17 20		19 00		
Meal, all kinds		590				21,976	92		22,658	22,658		4,531 60		4,531 60		
Meat, other than pork	15							15		15	2 25			2 25		
Marble	2							2		2	0 30			0 30		
Manilla	33							33		33	4 95			4 95		
Molasses	11							11		11	1 65			1 65		
Nails	1,883					3		1,883	3	1,886	282 45	0 60		283 05		
Oats		66,336				4,741	2,292		73,369	73,369		7,336 90		7,336 90		
Oil (in barrels)	158	21,303			1	7	11,803	159	33,113	33,272	23 85	6,622 60		6,646 45		
Oil cake						114			114	114		22 80		22 80		
Pease						25			25	25		2 50		2 50		
Potatoes																
Pork	10					129		10	129	139	1 50	85 80		87 30		
Paint	122					1	11	122	12	134	18 30	2 40		20 70		
Pitch and tar	80						131	86	131	217	12 90	26 20		39 10		
Rags																
Rye						2	2,268		2,270	2,270		227 00		227 00		
Flax seed		7,115					43,649		50,794	50,794		5,079 40		5,079 40		
Rosin																
Salt		86					160		246	246		49 20		49 20		
Stone, intended for cutting																
" wrought																
" not suitable for cutting, unwrought		938							938	938		46 88		46 88		
Seeds, all kinds						17	20		37	37		7 40		7 40		
Sheep																
Soda ash	32						15	32	15	47	4 80	3 00		7 80		
Steel	1,219				509			1,728		1,728	259 20			259 20		
Sugar	124				24,825	1,250	5	24,949	1,255	26,204	3,742 35	251 00		3,993 35		
Spirits, beer, &c	657	593			30		1,192	687	1,785	2,472	103 05	357 00		460 05		
Tobacco (raw)																
Tallow																
Tin	132							132		132	19 80			19 80		
Turpentine																
Wheat		332,465				21,892	134,208		488,565	488,565		48,552 31		48,552 31		
White lead	60					4		60	4	64	9 00	0 80		9 80		
Whiting	60				21			81		81	12 15			12 15		
Wool						30			30	30		6 00		6 00		
All other goods and merchandise not enumerated	18,088	1,101	23		37,845	3,776	1,472	55,956	6,349	62,305	8,393 40	1,245 53		9,638 43		
Bark																
Barrels, empty						1			1	1		0 20		0 20		
Boat knees																
essels						1,980			1,980	1,980		132 00		132 00		

No. (A) 1.—GENERA STATEMENT showing the Quantity of each Article transported on the Welland Canal, &c.—*Continued.*

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total, Tons.	Amount of Tolls, Up.	Amount of Tools Down.	Total Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.				
												$ cts.	$ cts.	$ cts.
" rafts														
Hoops														
Hop poles														
Lumber sawn in vessels			879	26,773		14,314		1,595	879	42,682	43,561	158 07	7,679 90	7,837 07
" " rafts														
Masts, spars, and telegraph poles, in vesselss														
" " rafts														
Railway ties, in vessels						2,151				2,151	2,151		343 72	343 72
" rafts														
Saw logs	254		133						387		387	35 36		35 36
Staves and headings, barrel														
" " pipe														
" " W.India														
Staves, salt barrel														
Shingles						70				70	70		48 75	48 75
Split posts and fence rails, in vessels														
" " rafts														
Timbers square, in vessels		5,042						12,580		17,622	17,622		2,643 27	2,643 27
" " rafts														
Traverses														
Wodenware and wood partly manufactured	8								8		8	3 20		3 20
Total freight heretofore paying tolls, now free	39,989	152,519	2,611	26,773	177,660	219,083	10,453	525,593	230,713	1,223,968	1,454,681	40,390 33	149,126 06	189,516 39
Articles having passed the full length of the St. Lawrence Canals, free:—														
Bricks	550		6						556		556			
Cement and water-lime			13						13		13			
Clay, lime and sand	100								100		100			
Fish			39						39		39			
Iron, railway	4,119								4,119		4,119			

" pig	7,655								7,655		7,655
" all other	6,224		763						6,987		6,987
Steel	2,558		3						2,561		2,561
Hay, pressed	30								30		30
Lard and lard-oil			1						1		1
Meats, other than pork	15								15		15
Crockery and earthenware	456								456		456
Dye-woods and dye-stuffs	2								2		2
Furniture	35								35		35
Glass (all kinds)	2,906		628						3,534		3,534
Manilla	15								15		15
Molasses	50								50		50
Nails	3,331								3,331		3,331
Oils	126		29						155		155
Paint	291		4						295		295
Rags	50								50		50
Rosin	25								25		25
Soda ash			37						37		37
Sugar	5,948		98						6,046		6,046
Stone, wrought	5								5		5
Tin	1,173								1,173		1,173
Turpentine	1								1		1
White-lead	283								283		283
Whiting	1		17						18		18
Whiskey & all other spirits	684		356						1,040		1,040
Merchandise	14,873		1,625						16,498		16,498
Pulpwood			101,989						101,989		101,989
Lumber, sawn (in vessels)			2,337						2,337		2,337
Grand total freight	91,495	452,519	110,556	26,773	177,660	219,083	10,453	525,593	390,164	1,223,968	1,614,132

Total tools on vessels	12,643 43	14,064 07	26,707 50
" passengers	106 82	100 07	206 89
" free goods	$16,919 90		
	53,140 58	163,290 20	216,430 78
Fines			5 00
*Damages			
Harbour dues			282 56
Winterage			32 34
Total revenu, exclusive of hydraulic rents			216,750 68

* Amount of damages, not included in above, $1,062.23.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, May 8, 1907.

RICHARD DEVLIN,
Compiler of Canal Statistics.

No. 2 —General Statement showing the Quantity of each Through Article transported on the Welland Canal and the Amount of Tolls heretofore collected (now free) during the Season of avigation in 1907.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports		Tons.		Total Tons.	Amount of Tolls, Up.	Amount of Tolls Down.	Total Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.				
												$ cts.	$ cts.	$ cts.
Ashes, pot and pearl														
Apples														
Agricultural products not enumerated, vegetables	52				7				59		59	8 85		8 85
Agricultural products not enumerated, animal														
Agricultural implements	3,890								3,890		3,890	583 50		583 50
Barley		9,194				2,812		1,234		13,240	13,240		1,324 00	1,324 00
Bricks	600								600		600	90 00		90 00
Bones														
Brimstone														
Buckwheat														
Cement and water lime	1,841							58	1,841	58	1,899	276 15	11 60	287 75
Clay, lime and sand	239								239		239	35 85		35 85
Coal	1,282		1,575		110,347		10,453	143,555	123,657	143,555	267,212	24,731 40	28,711 00	53,442 40
Corn		250				124,474		146,969		271,693	271,693		27,169 30	27,169 30
Cattle														
Cotton (raw)														
Crockery and earthenware	135				5				140		140	21 00		21 00
Dye wood and dye stuffs														
Fish					20				20		20	3 00		3 00
Flax and hemp														
Flour	50	2,276				18,898		1,515	50	22,689	22,739	7 50	4,537 80	4,545 30
Furniture	3								3		3	0 45		0 45
Gypsum														
Glass (all kinds)	279	4							279	4	283	41 85	0 80	42 65
Hay (pressed)	1,096	81							1,096	81	1,177	164 40	16 20	180 60
Hogs														
Horses			1						1		1	0 15		0 15
Hides and skins, horns and hoofs		1								1	1		0 20	0 20
Ice														

Iron, railway	961								961		961	144 15		144 15	
" pig	53	3,360						1,303	53	4,663	4,716	7 95	932 60	940 55	
" all other	6,512					30		230	6,542	260	6,802	981 30	52 00	1,033 30	
Iron ore		1,754			1,316			19,236	1,316	20,990	22,306	65 80	1,049 50	1,115 30	
Kryolite or chemical ore					2,734				2,734		2,734	136 70		136 70	
Lard and lard oil	12							86	12	86	98	1 80	17 20	19 00	
Meal, all kinds		590				21,976		92		22,658	22,568		4,531 60	4,531 60	
Meat, other than pork	15								15		15	2 25		2 25	
Marble	2								2		2	0 30		0 30	
Manilla	33								33		33	4 95		4 95	
Molasses	11								11		11	1 65		1 65	
Nails	1,883					3			1,883	3	1,886	282 45	0 60	283 05	
Oats		66,336				4,741		2,292		73,369	73,369		7,336 90	7,336 90	
Oil (in barrels)	158	21,303			1	7		11 ,803	159	33,113	33,272	23 85	6,622 60	6,646 45	
Oil cake						114				114	114		22 80	22 80	
Pease						25				25	25		2 50	2 50	
Potatoes															
Pork	10					429			10	429	439	1 50	85 80	87 30	
Paint	122					1		11	122	12	134	18 30	2 40	20 70	
Pitch and tar	86							131	86	131	217	12 90	26 20	39 10	
Rags															
Rye						2		2,268		2,270	2,270		227 00	227 00	
Flax seed		7,145						43,649		50,794	50,794		5,079 40	5,079 40	
Rosin															
Salt		86						160		246	246		49 20	49 20	
Stone intended for cutting															
" wrought															
" not suitable for cutting, unwrought															
Seeds, all kinds						17		20		37	37		7 40	7 40	
Sheep															
Soda ash	32							15	32	15	47	4 80	3 00	7 80	
Steel	1,219				509				1,728		1,728	259 20		259 20	
Sugar	124				24,825	1,250		5	24,949	1,255	26,204	3,742 35	251 00	3,993 35	
Spirits, beer, &c.	657	593			30			1,192	687	1,785	2,472	103 05	357 00	460 05	
Tobacco (raw)															
Tallow															
Tin	132								132		132	19 80		19 80	
Turpentine															
Wheat		324,203				21,892		134,208		480,303	480,303		48,030 30	48,030 30	
White lead	60					4			60	4	64	9 00	0 80	9 80	
Whiting	60				21				81		81	12 15		12 15	
Wool						30				30	30		6 00	6 00	
All other goods and merchandise not enumerated	18,088	877	23		37,845	3,776		1,472	55,956	6,125	62,081	8,393 40	1,225	9,618 40	
Bark															
Barrels, empty						1				1	1		0 20	0 20	
Boat knees															
Floats															
Firewood, in vessels						1,980				1,980	1,980		132 00	132 00	

No. (A) 2.—General Statement showing the Quantity of each Through Article transported on the Welland Canal, &c.—*Concluded.*

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls, Up.	Amount of Tolls, Down.	Total Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.				
												$ cts.	$ cts.	$ cts.
" rafts														
Pulpwood														
Hoops														
Hop poles														
Lumber, sawn, in vessels			879	26,773		14,314		1,595	879	42,682	43,561	158 07	7,679 00	7,837 07
" " rafts														
Mast, spars, and telegraph poles, in vessels						2,151				2,151	2,151		343 72	343 72
" " in rafts														
Railway ties, in vessels														
" " rafts														
Saw logs														
Staves and headings, barrel														
" pipe														
" W. India														
Staves, salt barrel						70				70	70		48 75	48 75
Shingles														
Split posts and fence rails, in vessels														
" " in rafts														
Timber, square, in vessels		5,042						12,580		17,622	17,622	2,643 27		2,643 27
" rafts														
Traverses														
Woodenware and wood partly manufactured	8								8		8	3 20		3 20
Total freight heretofore paying tolls, now free	39,735	443,095	2,478	26,773	177,660	218,997	10,453	525,679	230,326	1,214,544	1,444,870	40,354 97	148,536 64	188,891 61
Articles having passed the full length of the St. Lawrence Canals, free :—														
Bricks	550		6						556		556			
Cement and water lime			13						13		13			
Clay, lime and sand	100								100		100			
Fish			39						39		39			

Iron, railway	4,119								4,119		4,119			
" pig	7,655								7,655		7,655			
" all other	6,224		763						6,987		6,987			
Steel	2,558		3						2,561		2,561			
Hay, pressed	30								30		30			
Lard and lard oil			1						1		1			
Meats, other than pork	15								15		15			
Crockery and earthenware	456								456		456			
Dye woods and dye stuffs	2								2		2			
Furniture	35								35		35			
Glass (all kinds)	2,906		628						3,534		3,534			
Manilla	15								15		15			
Molasses	50								50		50			
Nails	3,331								3,331		3,331			
Oils	126		29						155		155			
Paints	291		4						295		295			
Rags	50								50		50			
Rosin	25								25		25			
Soda-ash			37						37		37			
Sugar	5,948		98						6,046		6,046			
Stone, wrought	5								5		5			
Tin	1,173								1,173		1,173			
Turpentine	1								1		1			
White lead	283								283		283			
Whiting	1		17						18		18			
Whisky, all other spirits	684		356						1,040		1,040			
Merchandise	14,873		1,625						16,498		16,498			
Pulpwood			101,989						101,989		101,989			
Lumber sawn (in vessels)			2,337						2,337		2,337			
Grand total, through freight	91,241	443,095	110,423	26,773	218,997	177,66	0 10,453	525,679	389,777	1,214,544	1,604,321			

Total tolls on vessels	12,580 83	13,969 11	26,549 94
" passengers	93 65	86 90	180 55
" free goods	$16,919 90		
Total, tolls	53,029 45	162,089 06	215,029 45

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, May 8, 1908.

RICHARD DEVLIN,
Compiler of Canal Statistics.

No. (A) 3.—General Statement showing the quantity of each Way Article transported on the Welland Canal and the Amount of Tolls heretofore collected, (now free) during the Season of Navigation in 1906.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls. — Up.	Amount of Tolls. — Down.	Total Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.				
												$ cts.	$ cts.	$ cts.
Ashes, pot and pearl														
Apples														
Agricultural products not enumerated, vegetables														
Agricultural products not enumerated, animal														
Agricultural implements														
Barley														
Bricks														
Bones														
Brimstone														
Buckwheat														
Cement and water lime														
Clay, lime and sand														
Coal														
Corn														
Cattle														
Cotton (raw)														
Crockery and earthenware														
Dye wood and dye stuffs														
Fish														
Flax and hemp														
Flour														
Furniture														
Gypsum														
Glass (all kinds)														
Hay (pressed)														
Hogs														
Horses														
Hides and skins, horns and hoofs														
Ice														

Iron, railway															
" pig															
" all other															
Iron ore															
Kryolite or chemical ore															
Lard and lard-oil															
Meal, all kinds															
Meat, other than pork															
Marble															
Manilla															
Molasses															
Nails															
Oats															
Oil (in barrels)															
Oil cake															
Pease															
Potatoes															
Pork															
Paint															
Pitch and tar															
Rags															
Rye															
Flax seed															
Rosin															
Salt															
Stone intended for cutting															
" wrought															
" not suitable for cutting, unwrought		938									938	938		46 88	46 88
Seeds, all kinds															
Sheep															
Soda ash															
Steel															
Sugar															
Spirits, beer, &c															
Tobacco (raw)															
Tallow															
Tin															
Turpentine															
Wheat		8,262									8,262	8,262		522 01	522 01
White lead															
Whiting															
Wool															
All other goods and merchandise not enumerated		224									224	224		20 53	20 53
Bark															
Barrels, empty															
Boat knees															
Floats															
Fire wood, in vessels															

No. (A) 3.—General Statement showing the Quantity of each way article transported on the Welland Canal, &c.—*Continued.*

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls. — Up.	Amount of Tolls. — Down.	Total Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down	Up.	Down.				
												$ cts.	$ cts.	$ cts.
Firewood, in rafts														
Pulpwood														
Hoops														
Hoop poles														
Lumber, sawn, in vessels														
" rafts														
Masts, spars and telegraph poles, in vessels														
" " rafts														
Railway ties, in vessels														
" rafts														
Saw logs	254		133						387		387	35 36		35 36
Staves and headings, barrel														
" " pipe														
" " W. India														
Staves, salt barrel														
Shingles														
Split posts and fence rails, in vessels														
" " rafts														
Timber, square, in vessels														
" " rafts														
Traverses														
Woodenware and wood partly manufactured														
Total freight, heretofore paying tolls, now free	254	9,424	133						387	9,424	9,811	624 78		624 78

Total tolls on vessels	62 60	94 96	157 56
" passengers	13 17	13 17	26 34
Grand total tolls	700 55	108 13	808 68

RICHARD DEVLIN,
Compiler of Canal Statistics.

Department of Railways and Canals,
Ottawa, May 8, 1908.

APPENDIX A—*Continued.*

No. (A) 4.—General Statement showing the Quantity of each Article transported on the St. Lawrence Canals and the amount of tolls heretofore collected (now free) during the Season of Navigation in 1907.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total tons.	Amount of Tolls. Up.	Amount of Tolls. Down.	Total amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		$ cts.	$ cts.	$ cts.
Ashes, pot and pearl														
Apples	15	5,167			4				19	5,167	5,186	1 67	727 68	729 35
Agricultural products not enumerated, vegetables	4,114	3,809							4,114	3,809	7,923	263 35	554 17	817 52
Agricultural products not enumerated, animal	1,148	5,587							1,148	5,587	6,735	118 56	783 26	901 82
Agricultural implements	74	160							74	160	234	8 89	14 15	23 04
Barley	693	3,770							693	3,770	4,463	26 00	303 44	329 44
Bricks	13,647	255	70				868		14,585	255	14,840	744 66	9 59	754 25
Bones	2	7							2	7	9	0 08	0 42	0 50
Brimstone	2,301								2,301		2,301	211 10		211 10
Buckwheat	48								48		48	1 80		1 80
Cement and water lime	4,446	2,369						77	4,446	2,446	6,892	338 48	276 76	615 24
Clay, lime and sand	45,947	22,225					12,363		58,310	22,225	80,535	2,349 94	886 22	3,236 16
Coal	639	46,994				160		311,783	639	359,237	359,876	31 47	51,595 65	51,627 12
Corn	4,330	22,752						2,100	4,330	24,852	29,182	167 55	1,304 40	1,471 95
Cattle	41	76							41	76	117	1 69	5 35	7 04
Cotton (raw)	26	84							26	84	110	3 79	12 30	16 09
Crockery and earthenware	637	151							637	151	788	124 65	22 55	147 20
Dye wood and dye stuffs	26	8							26	8	34	4 30	1 60	5 90
Fish	202	11	56						258	11	269	21 07	1 54	22 61
Flax and hemp	42								42		42	6 30		6 30
Flour	2,256	1,599							2,256	1,599	3,855	187 57	103 56	291 13
Furniture	884	2,302							884	2,302	3,186	165 83	376 00	541 83
Gypsum														
Glass (all kinds)	4,082	374	816					14	4,898	388	5,286	965 87	64 10	1,029 97
Hay (pressed)	8,388	1,889							8,388	1,889	10,277	334 49	144 70	479 19
Hogs	57	1							57	1	58	2 25	0 04	2 29
Horses	162	355			11				173	355	528	10 00	19 65	29 65
Hides and skins, horns and hoofs	3	13							3	13	16	12	0 50	0 62

Ice																
Iron, railway	10,727	1,266							10,727	1,206	11,933	1,607	74	67	66	1,675 40
Iron, pig	12,049	42							12,049	42	12,091	1,804	83	1	58	1,806 41
" all other	31,768	4,472	1,931				1,116	20	34,815	4,492	39,307	2,870	03	325	02	3,195 05
Iron ore																
Kryolite or chemical ore							150		150		150	1	88			1 88
Lard and lard oil	200	54	13						213	54	267	30	80	7	66	38 46
Meal, all kinds	263	90							263	90	353	17	71	6	53	24 24
Meat, other than pork	145	17							145	17	162	19	67	2	33	22 00
Marble	6								6		6	0	60			0 60
Manilla	108	7							108	7	115	20	24	0	35	20 59
Molasses	639	295							639	295	934	101	68	14	65	116 33
Nails	6,978	168	21						6,999	168	7,167	1,361	38	19	95	1,381 33
Oats	1,763	4,751							1,763	4,751	6,514	66	56	310	29	376 85
Oil (in barrels)	1,066	323	220						1,286	323	1,609	237	71	53	40	291 11
Oil cake	1								1		1	0	06			0 06
Pease	79	494							79	494	573	3	12	49	15	52 27
Potatoes	163	102							163	102	265	6	87	8	04	14 91
Pork	204	15							204	15	219	20	30	0	70	21 00
Paint	1,438	102	109						1,547	102	1,649	296	81	16	50	313 31
Pitch and tar	131	13					1,200		1,331	13	1,344	84	36	2	15	86 51
Rags	185	104							185	104	289	30	80	20	50	51 30
Rye		463								463	463			46	30	46 30
Flax seed	20	809							20	809	829	1	95	80	80	82 75
Rosin	30	11					1,011	163	1,041	174	1,215	56	05	8	70	64 75
Salt	3,646	894							3,646	894	4,540	372	03	65	81	437 84
Stone intended for cutting		740								740	740			30	75	30 75
" wrought	5								5		5	1	00			1 00
" not suitable for cutting, unwrought	390	780							390	780	1,170	30	15	15	60	45 75
Seeds, all kinds	6,507	56	77						6,584	56	6,640	261	16	6	95	268 11
Sheep	59	4							59	4	63	2	31	0	30	2 61
Soda ash	371	1	310						681	1	682	128	90	0	05	128 95
Steel	5,682	930	12						5,694	930	6,624	727	77	139	28	867 05
Sugar	22,097	639	3,077						25,174	639	25,813	4,954	61	76	95	5,031 56
Spirits, beer, &c	2,541	473	806						3,347	473	3,820	629	61	86	95	716 56
Tobacco (raw)		23								23	23			3	45	3 45
Tallow	2								2		2	0	30			0 30
Tin	1,982	162	63	124					2,045	286	2,331	164	58	269	70	434 28
Turpentine	13	11						11	13	22	35	1	50	2	30	3 80
Wheat	10,653	40,789							10,653	40,789	51,442	400	42	3,824	45	4,224 87
White lead	674	11							674	11	685	131	51	0	55	132 06
Whiting	665	12	42						707	12	719	135	59	2	10	137 69
Wool																
All other goods and merchandise not enumerated	38,859	12,746	5,274		210	1,004	168	2,632	44,511	16,382	60,893	7,742	89	2,219	75	9,962 64
Bark																
Barrels, empty	1,123	1							1,123	1	1,124	64	43	0	19	64 53
Boat knees																
Floats		400								400	400			7	00	7 00

No. (A) 4.—General Statement showing the Quantity of each Article transported on the St. Lawrence Canals, &c.—*Continued.*

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls. — Up.	Amount of Tolls. — Down.	Total Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.				
												$ cts.	$ cts.	$ cts.
Firewood, in vessels	2,595	930	1,770						4,365	930	5,295	291 00	15 50	306 50
" rafts														
Pulpwood	19,774	210	231,756						251,530	210	251,740	16,738 25	4 25	16,742 50
Hoops														
Hop poles														
Lumber, sawn, in vessels	62,950	5,187	17,650		7				80,607	5,187	85,794	3,545 29	233 15	3,778 44
" " rafts														
Masts, spars and telegraph poles, in vessels														
Masts, spars and telegraph poles, in rafts		4,264								4,264	4,264		106 60	106 60
Railway ties, in vessels	220	144							220	144	364	14 80	4 57	19 37
" " rafts														
Saw-logs		520								520	520		48 00	48 00
Staves and headings, barrel														
" " pipe	2								2		2	0 20		0 20
" " W. India														
Staves, salt barrel														
Shingles	3	9	219						222	9	231	157 09	3 00	160 09
Split posts and fence rails, in vessels														
Split posts and fence rails, in rafts														
Timber, square, in vessels		251						820		1,071	1,071		52 15	52 15
" " rafts	1,680	4,292							1,680	4,292	5,972	42 00	109 35	151 35
Traverses														
Woodenware and wood partly manufactured	376	4							376	4	380	46 10	0 80	46 90
Total freight, heretofore paying toll, now free	345,042	207,979	264,292	124	232	1,464	16,876	317,620	626,442	527,187	1,153,629	51,316 12	65,579 30	116,895 42

Articles having passed the full length of the Welland Canal, free:—											
Barley		9,936								9,936	9,936
Corn		92,530						13,769		106,299	106,299
Flaxseed		36,489						12,670		49,159	49,159
Flour		2,343						1,387		3,730	3,730
Glass		4								4	4
Iron, all other								124		124	124
Merchandise		184				1,051		1,059		2,294	2,294
Oats		67,063								67,063	67,063
Oils		14,172						7,939		22,111	22,111
Pitch and tar								101		101	101
Rye		2,266								2,266	2,266
Salt								143		143	143
Seeds, all kinds								20		20	20
Soda ash								15		15	15
Wheat		435,659						14,350		450,009	450,009
Whiskey, &c		364						860		1,224	1,224
Square timber		4,180								4,180	4,180
Coal	156,354	11,522					1,366	58,967	157,670	70,489	228,159
Grand total, freight	501,346	884,691	264,292	124	232	2,515	18,242	429,024	784,112	1,316,354	2,100,466

Total tolls on vessels	14,475 02	11,929 71	26,404 73
" passengers	1,609 71	4,213 83	5,823 54
" free goods $93,960 68			
Total tolls	67,400 85	81,722 84	149,123 69
Fines			45 00
*Damages			
Wharfage and storage			14,973 44
Other receipts			2,307 75
Total revenue, exclusive of hydraulic rents			166,449 88

* Amount of damages not included in above, $2,347.19.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, May 5, 1908.

RICHARD DEVLIN,
Compiler of Canal Statistics.

APPENDIX A—*Continued.*

No. (A) 5.—General Statement showing the Quantity of each Through Article transported on the St. Lawrence Canals and the Amount of Tolls heretofore collected, (now free) during the Season of Navigation in 1907.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls.—Up.	Amount of Tolls.—Down.	Total Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.				
												$ cts.	$ cts.	$ cts.
Ashes, pot and pearl														
Apples	5	4,728							5	4,728	4,733	0 49	709 20	709 69
Agricultural products not enumerated, vegetables	915	3,637							915	3,637	4,552	137 52	545 55	682 80
Agricultural products not enumerated, animal	656	4,968							656	4,968	5,624	98 40	745 20	843 60
Agricultural implements		41								41	41		8 20	8 20
Barley		2,789								2,789	2,789		278 90	278 90
Bricks	1,675		70						1,745		1,745	261 75		261 75
Bones														
Brimstone														
Buckwheat														
Cement and water lime	1,127	660						77	1,127	737	1,864	86 55	110 55	197 10
Clay, lime and sand	533								533		533	76 20		76 20
Coal		42,723						293,766		336,489	336,489		50,440 20	50,440 20
Corn	724	4,260						1,680	724	5,940	6,664	27 15	594 00	621 15
Cattle														
Cotton (raw)	25	80							25	80	105	3 75	12 00	15 75
Crockery and earthenware	596	100							596	100	696	119 20	20 00	139 20
Dye wood and dye stuffs	17	8							17	8	25	3 40	1 60	5 00
Fish	36	10	56						92	10	102	13 80	1 50	15 30
Flax and hemp	42								42		42	6 30		6 30
Flour	250	373							250	373	623	33 90	55 95	89 85
Furniture	739	1,728							739	1,728	2,467	147 80	345 60	493 40
Gypsum														
Glass (all kinds)	3,776	284	816					14	4,592	298	4,890	918 13	59 60	977 73
Hay (pressed)	145	450							145	450	595	21 75	67 50	89 25
Hogs														
Horses	3	6							3	6	9	0 45	0 90	1 35
Hides and skins, horns and hoofs														

Ice															
Iron, railway	10,712	191							10,712	194	10,906	1,606 80	29 10	1,635 90	
" pig	11,801								11,801		11,801	1,770 15		1,770 15	
" all other	11,020	1,303	1,931					20	12,951	1,323	14,274	1,939 73	198 45	2,138 18	
Iron ore															
Kryolite or chemical ore															
Lard and lard-oil	185	50	13						198	50	248	29 40	7 50	36 90	
Meal, all kinds	5	7							5	7	12	0 75	1 05	1 80	
Meat, other than pork	110	15							110	15	125	16 24	2 25	18 49	
Marble															
Manilla															
Molasses	57								57		57	11 28		11 28	
Nails	5,769	77	21						5,790	77	5,867	1,157 60	15 40	1,173 00	
Oats		2,478								2,478	2,478		247 80	247 80	
Oil, in barrels	710	248	220						930	248	1,178	185 79	49 60	235 39	
Oil cake															
Pease		481								481	481		48 50	48 50	
Potatoes		10								10	10		1 50	1 50	
Pork	21	1							21	1	22	2 58	0 15	2 73	
Paint	1,220	76	109						1,329	76	1,405	265 60	15 20	280 80	
Pitch and tar	82	10							82	10	92	16 40	2 00	18 40	
Rags	129	102							129	102	231	25 80	20 40	46 20	
Rye		463								463	463		46 30	46 30	
Flaxseed		805								805	805		80 50	80 50	
Rosin	25								25		25	5 00		5 00	
Salt	604	285							604	285	889	89 30	42 75	132 05	
Stone intended for cutting															
" wrought	5								5		5	1 00		1 00	
" not suitable for cutting, unwrought															
Seeds, all kinds	47	41	77						124	41	165	18 60	6 15	24 75	
Sheep															
Soda ash	293		310						603		603	120 60		120 60	
Steel	4,551	928	12						4,563	928	5,491	683 93	139 20	823 13	
Sugar	20,890	300	3,077						23,967	300	24,267	4,792 92	60 00	4,852 92	
Spirits, beer, &c	1,670	422	806						2,476	422	2,898	494 49	84 40	578 89	
Tobacco (raw)		23								23	23		3 45	3 45	
Tallow	2								2		2	0 30		0 30	
Tin	1,966		63						2,029		2,029	405 80		405 80	
Turpentine	2	8							2	8	10	0 40	1 60	2 00	
Wheat	300	36,973							300	36,973	37,273	11 25	3,697 30	3,708 55	
White lead	523								523		523	104 44		104 44	
Whiting	606	10	42						648	10	658	129 60	2 00	131 60	
Wool															
All other goods and merchandise not enumerated	26,847	5,952	5,272					2,632	32,119	8,581	40,703	6,420 90	1,718 80	8,139 70	
Bark															
Barrels, empty	10								10		10	0 20		0 20	
Boat knees															

No. (A) 5.—GENERAL STATEMENT showing the Quantity of each Through Article transported on the St. Lawrence Canals—*Continued.*

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls. — Up.	Amount of Tolls. — Down.	Total Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.				
												$ cts.	$ cts.	$ cts.
Floats														
Firewood, in vessels	2,595		1,770						4,365		4,365	291 00		291 00
" rafts														
Pulpwood	17,116		230,451						247,567		247,567	16,611 50		16,611 50
Hoops														
Hop poles									22,471		22,471	2,068 95		2,068 00
Lumber, sawn, in vessels	4,821		17,650											
" " rafts									180		180	14 05		14 05
Railway ties, in vessels			180											
" " rafts														
Saw logs		520								520	520		48 00	48 00
Staves and headings, barrel														
" " pipe														
" " W. India														
Staves, salt barrel														
Shingles	2		219						221		221	157 04		157 04
Split posts and fence rails, in vessels														
Split posts and fence rails, in rafts														
Timber, square, in vessels		21						820		841	841		49 40	49 40
" " rafts														
Traverses														
Woodenware and wood partly manufactured	27								27		27	10 80		10 80
Total freight heretofore paying tolls, now free	135,987	118,648	263,165					299,009	399,152	417,657	816,809	41,416 46	60,614 20	102,031 66
Articles having passed the full length of the Welland Canal, free :—														
Barley		9,936								9,936	9,936			

Corn		92,530						13,769		106,299	106,299			
Flaxseed		36,489						12,670		49,159	49,159			
Flour		2,343						1,387		3,730	3,730			
Glass		4								4	4			
Iron, all other								124		124	124			
Merchandise		184				1,051		1,059		2,294	2,294			
Oats		67,063								67,063	67,063			
Oils		14,172						7,939		22,111	22,111			
Pitch and tar								101		101	101			
Rye		2,266								2,266	2,266			
Salt								143		143	143			
Seeds, all kinds								20		20	20			
Soda ash								15		15	15			
Wheat		435,659						14,350		450,009	450,009			
Whisky, &c.		364						860		1,224	1,224			
Square timber		4,180								4,180	4,180			
Coal	1,281	11,522						58,967	1,281	70,489	71,770			
Grand total through freight	137,268	795,360	263,165			1,051		410,413	400,433	1,206,824	1,607,257			

Total tolls on vessels		11,394 94	10,276 69	21,671 63
" passengers		1,141 65	3,000 20	4,141 85
Total free goods	$85,618 30			
Total through tolls		53,953 05	73,891 09	127,845 14

Department of Railways and Canals,
Ottawa, May 8, 1908.

RICHARD DEVLIN,
Compiler of Canals Statistics.

APPENDIX A—*Continued.*

No. (A.) 6.—GENERAL STATEMENT showing the Quantity of each way Article transported on the St. Lawrence Canals, and the Amount of Tolls heretofore collected (now free) during the Season of Navigation in 1907.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls. — Up.	Amount of Tolls. — Down.	Total Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.				
												$ cts.	$ cts.	$ cts.
Ashes, pot and pearl														
Apples	10	439			4				14	439	453	1 18	18 48	19 66
Agricultural products, not enumerated, vegetables	3,199	172							3,199	172	3,371	126 10	8 62	134 72
Agricultural products, not enumerated, animal	492	619							492	619	1,111	20 16	38 06	58 22
Agricultural implements	74	119							74	119	193	8 89	5 95	14 84
Barley	693	981							693	981	1,674	26 00	24 54	50 54
Bricks	11,972	255					868		12,840	255	13,095	482 91	9 59	492 50
Bones	2	7							2	7	9	0 08	0 42	0 50
Brimstone	2,301								2,301		2,301	211 10		211 10
Buckwheat	48								48		48	1 80		1 80
Cement and water lime	3,319	1,709							3,319	1,709	5,028	251 93	166 21	418 14
Clay, lime and sand	45,414	22,225					12,363		57,777	22,225	80,002	2,273 74	886 22	3,159 96
Coal	639	4,271				460		18,017	639	22,748	23,387	31 47	1,155 45	1,186 92
Corn	3,606	18,492						420	3,606	18,912	22,518	140 40	710 40	850 80
Cattle	41	76							41	76	117	1 69	5 35	7 04
Cotton (raw)	1	4							1	4	5	0 04	0 30	0 34
Crockery and earthenware	41	51							41	51	92	5 45	2 55	8 00
Dye wood and dye stuffs	9								9		9	0 90		0 90
Fish	166	1							166	1	167	7 27	0 04	7 31
Flax and hemp														
Flour	2,006	1,226							2,006	1,226	3,232	153 67	47 61	201 28
Furniture	145	574							145	574	719	18 03	30 40	48 43
Gypsum														
Glass (all kinds)	306	90							306	90	396	47 74	4 50	52 24
Hay (pressed)	8,243	1,439							8,243	1,439	9,682	312 74	77 20	389 94
Pigs	57	1							57	1	58	2 25	0 04	2 29
Horses	159	349			11				170	349	519	9 55	18 75	28 30
Hides and skins, horns and hoofs	3	13							3	13	16	0 12	0 50	0 62
Ice														

Iron, railway	15	1,012							15	1,012	1,027	0 94	38 56	39 50
" pig	248	42							248	42	290	34 68	1 58	36 26
" all other	20,748	3,169					1,116		21,864	3,169	25,033	930 30	126 57	1,056 87
Iron ore														
Kryolite or chemical ore							150		150		150	1 88		1 88
Lard and lard oil	15	4							15	4	19	1 40	0 16	1 56
Meal, all kinds	258	83							258	83	341	16 96	5 48	22 44
Meat, other than pork	35	2							35	2	37	3 43	0 08	3 51
Marble	6								6		6	0 60		0 60
Manilla	108	7							108	7	115	20 24	0 35	20 59
Molasses	582	295							582	295	877	90 40	14 65	105 05
Nails	1,209	91							1,209	91	1,300	203 78	4 55	208 33
Oats	1,763	2,273							1,763	2,273	4,036	66 56	62 49	129 05
Oil (in barrels)	356	75							356	75	431	51 92	3 80	55 72
Oil cake	1								1		1	0 06		0 06
Pease	79	13							79	13	92	3 12	0 65	3 77
Potatoes	163	92							163	92	255	6 87	6 54	13 41
Pork	183	14							183	14	197	17 72	0 55	18 27
Paint	218	26							218	26	244	31 21	1 30	32 51
Pitch and tar	49	3					1,200		1,249	3	1,252	67 96	0 15	68 11
Rags	56	2							56	2	58	5 00	0 10	5 10
Rye														
Flax seed	20	4							20	4	24	1 95	0 30	2 25
Rosin	5	11					1,011	163	1,016	174	1,190	51 05	8 70	59 75
Salt	3,042	609							3,042	609	3,651	282 73	23 06	305 79
Stone, intended for cutting		740								740	740		30 75	30 75
" wrought														
" not suitable for cutting, unwrought	390	780							390	780	1,170	30 15	15 60	45 75
Seeds, all kinds	6,460	15							6,460	15	6,475	242 56	0 80	243 36
Sheep	59	4							59	4	63	2 31	0 30	2 61
Soda ash	78	1							78	1	79	8 30	0 05	8 35
Steel	1,131	2							1,131	2	1,133	43 84	0 08	43 92
Sugar	1,207	339							1,207	339	1,546	161 69	16 95	178 64
Spirits, beer, &c	871	51							871	51	922	135 12	2 55	137 67
Tobacco (raw)														
Tallow														
Tin	16	12		274					16	286	302	1 78	26 70	28 48
Turpentine	11	3						11	11	14	25	1 10	0 70	1 80
Wheat	10,353	3,816							10,353	3,816	14,169	389 17	127 15	516 32
White lead	151	11							151	11	162	27 07	0 55	27 62
Whiting	59	2							59	2	61	5 99	6 10	6 09
Wool														
All other goods and merchandise not enumerated	12,012	6,794	2		210	1,004	168		12,392	7,798	20,190	1,321 91	500 95	1,822 94
Bark														
Barrels, empty	1,113	1							1,113	1	1,114	64 23	0 10	64 33
Boat knees														

No. (A.) 6.—General Statement showing Quantity of each Way Through Article transported on the St. Lawrence Canals—*Con.*

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons		Total Tons.	Amount of Tolls. — Up.	Amount of Tolls. — Down.	Total Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.				
												$ cts.	$ cts.	$ cts.
Floats		400								400	400		7 00	7 00
Firewood, in vessels		930								930	930		15 50	15 50
" rafts														
Pulpwood	2,658	210	1,305						3,963	210	4,173	126 75	4 25	131 00
Hoops														
Hop poles														
Lumber, sawn, in vessels	58,129	5,187			7				58,136	5,187	63,323	1,476 34	233 15	1,709 49
" rafts														
Masts, spars and telegraph poles, in vessels														
Masts, spars and telegraph poles, in rafts		4,264								4,264	4,264		106 60	106 60
Railway ties, in vessels	40	144							40	144	184	0 75	4 57	5 32
" rafts														
Saw logs														
Staves and headings, barrel														
" " pipe	2								2		2	0 20		0 20
" " West India														
Staves, salt barrel														
Shingles	1	9							1	9	10	0 05	3 00	3 05
Split posts and fence rails, in vessels														
Split posts and fence rails, in rafts														
Timber, square, in vessels		230								230	230		2 75	2 75
" " rafts	1,680	4,292							1,680	4,292	5,972	42 00	109 35	151 35
Traverses														
Woodenware and wood partly manufactured	349	4							349	4	353	35 30	0 80	36 10
Total frate heretofore paying tolls, now free	208,875	89,181	1,307	274	232	1,464	16,876	18,611	227,290	109,530	336,820	10,142 67	4,721 09	14,863 76

Coal, free, per Order in Council	155,023						1,366		156,389		156,389			
Grand total, way freight	363,898	89,181	1,307	274	232	1,464	18,242	18,611	383,679	109,530	493,209			
Total tolls, on vessels												3,080 08	1,653 02	4,733 10
" passengers												468 06	1,213 63	1,681 69
" free goods											$8,342.38			
Total way tolls												13,690 81	7,587 74	21,278 55

DEPARTMEMT OF RAILWAYS AND CANALS,
OTTAWA, May 8, 1907

RICHARD DEVLIN,
Compiler of Canal Statistics.

APPENDIX A—*Continued.*

No. (A) 7.—General Statement showing the Quantity of each Article transported on the Ottawa Canals and the amount of tolls heretofore collected, now free, during the season of Navigation in 1907.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls.
	Up.	Down	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
												$ c
Ashes, pot and pearl												
Apples	4	596							4	596	600	34 17
Agricultural products not enumerated, vegetables		287								287	287	17 49
" " " animal		2,443								2,443	2,443	227 14
Agricultural implements		28								28	28	5 14
Barley												
Bricks												
Bones		10								10	10	0 68
Brimstone												
Buckwheat		3								3	3	0 18
Cement and water-lime		1,809								1,809	1,809	175 39
Clay, lime and sand		52,930								52,930	52,930	2,939 58
Coal		50								50	50	2 50
Corn		5								5	5	0 22
Cattle		339								339	339	25 48
Cotton (raw)												
Crockery and earthenware												
Dye wood and dye stuff												
Fish												
Flax and hemp												
Flour		57								57	57	5 11
Furniture		105								105	105	15 76
Gypsum												
Glass (all kinds)		40								40	40	7 60
Hay (pressed)		1,731								1,731	1,731	161 47
Hogs		59								59	59	4 62
Horses		165								165	165	9 86
Hides and skins, horns and hoofs		12								12	12	1 11
Ice												
Iron, railway												
" pig												
" all other		108										

" ore										108	108	7	87
Kryolite or chemical ore													
Lard and lard oil		2								2	2		20
Meal, all kinds		165								165	165	9	56
Meat, other than pork													
Marble													
Manilla		3								3	3		87
Molasses													
Nails		1								1	1		10
Oats		1,429								1,429	1,429	131	24
Oil (in barrels)													
Oil cake													
Pease													
Potatoes		702								702	702	41	16
Pork		25								25	25	1	48
Paint													
Pitch and tar		99								99	99	18	81
Rags		195								195	195	35	78
Rye													
Flax seed													
Rosin													
Salt													
Stone intended for cutting													
" wrought													
" not suitable for cutting, unwrought													
Seeds, all kinds		5								5	5		49
Sheep		203								203	203	17	66
Soda ash													
Steel													
Sugar													
Spirits, beer, &c		9								9	9	1	44
Tobacco (raw)													
Tallow													
Tin		11								11	11	2	09
Turpentine													
Wheat													
White lead													
Whiting													
Wool													
All other goods and merchandise not enumerated		2,840								2,840	2,840	391	75
Bark													
Barrels, empty		123								123	123	20	65
Boat knees													
Floats	320	31,840							320	31,840	32,160	270	66
Fire wood, in vessels		17,790								17,790	17,790	691	64
rafts													
Pulpwood													
Hoops		17								17	17	1	50
Hop poles													
Lumber, sawn, in vessels		167,739				53,098				220,837	220 837	16,972	26

No. (A) 7.—GENERAL STATEMENT showing the Quantity of each Article transported on the Ottawa Canals, and the Amount of Revenue Collected, &c.—*Concluded.*

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total. Tons.	Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
												$ c.
Lumber, sawn, in rafts		134								134	134	6 40
Masts, spars, and telegraph poles, in vessels												
" " " " " rafts												
Railway ties, in vessels		116								116	116	20 01
" " rafts												
Saw logs												
Staves and headings, barrel												
" " pipe												
" " West India												
Staves, salt barrel												
Shingles		3								3	3	47
Split posts and fence rails, in vessels												
" " rafts												
Timber, square, in vessels										200	200	2 10
" " rafts		200										
Traverses												
Woodenware and wood partly manufactured												
Total freight heretofore paying tolls, now free	324	284,428				53,098			324	337,526	337,850	22,279 39
Total tolls on vessels												2,857 55
" " passengers												192 50
Total tolls												25,329 44

DEPARTMENT OF RAILWAYS & CANALS,
OTTAWA MAY, 1908.

RICHARD DEVLIN,
Compiler of Canal Statistics.

No. 8.—GENERAL STATEMENT showing the Quantity of each Article transported on the Chambly Canal and the amount of Tolls heretofore collected (now free) during the Season of Navigation in 1907.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
												$ cts.
Ashes, pot and pearl												
Apples	5	901						46	5	947	952	49 54
Agricultural products not enumerated, vegetables												
" " " animal	5	90							5	90	95	3 19
Agricultural implements	93	2							93	2	95	3 21
Barley												
Bricks	276							1,246	276	1,246	1,522	133 83
Bones												
Brimstone												
Buckwheat		2								2	2	0 07
Cement and water lime	75							556	75	556	631	56 49
Clay, lime and sand	275	4	50					17,688	325	17,692	18,017	1,787 47
Coal	6							80,730	6	80,730	80,736	7,903 82
Corn	113								113		113	3 87
Cattle	6	72							6	72	78	2 74
Cotton (raw)												
Crockery and earthenware	8	1						60	8	61	69	6 37
Dye wood and dye stuffs								12		12	12	1 20
Fish	1								1		1	0 04
Flax and hemp												
Flour	904								904		904	30 40
Furniture	25	41							25	41	66	2 30
Gypsum												
Glass (all kinds)		4								4	4	0 14
Hay (pressed)	164	5,380	1,873						2,037	5,380	7,417	335 21
Hogs		16								16	16	0 68
Horses	6	16							6	16	22	0 86
Hides and skins, horns and hoofs		1								1	1	04
Ice												
Iron, railway	36	5						752	36	757	793	76 61
" pig												
" all other	227	17						185	227	202	429	26 80

No. (A) 8.—GENERAL STATEMENT showing the Quantity of each Article transported on the Chambly Canal, &c.—*Concluded.*

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total tons.	Amount of Tolls
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
												$ cts.
Iron ore								16,631		16,631	16,631	831 55
Kryolite or chemical ore								1,446		1,446	1,446	72 30
Lard and lard oil												
Meal, all kinds	284								284		284	9 66
Meat, other than pork												
Marble												
Manilla												
Molasses	65	1							65	1	66	2 29
Nails	40								40		40	1 44
Oats	16	1,922							16	1,922	1,938	64 81
Oil (in barrels)	123							20	123	20	143	6 32
Oil cake	1	4							1	4	5	0 18
Pease	2	4							2	4	6	0 22
Potatoes	6	49							6	49	55	1 91
Pork	2	40							2	40	42	1 52
Paint	72								72		72	2 57
Pitch and tar								1,152		1,152	1,152	168 05
Rags		5								5	5	0 17
Rye												
Flax seed								1,870	2	1,870	1,872	194 08
Rosin	2								255		255	10 25
Salt	255											
Stone intended for cutting								220		220	220	22 00
" wrought								672		672	672	30 18
" not suitable for cutting, unwrought									34		34	1 16
Seeds, all kinds	34								1	65	66	2 33
Sheep	1	65										
Soda ash									10		10	34
Steel	10								164	6	170	5 91
Sugar	194	6							85		85	2 93
Spirits, beer, &c	85											
Tobacco, (raw)												
Tallow												
Tin								287		287	287	28 70
Turpentine									8	1	9	32
Wheat	8	1										
White lead												

Whiting												
Wool												
All other goods and merchandise not enumerated	971	959	478					3,242	1,449	4,201	5,650	365 88
Bark												
Barrels, empty	3	64							3	64	67	2 34
Boat knees												
Floats												
Fire wood, in vessels												
" rafts												
Pulpwood	3	415	398,544						398,547	415	398,962	13,337 20
Hoops												
Hop poles												
Lumber, sawn, in vessels	320	18	82,478						82,798	18	82,816	4,893 81
" " rafts	2								2		2	7
Masts, spars, and telegraph poles, in vessels												
" " rafts		122								122	122	4 08
Railway ties, in vessels												
" rafts												
Saw logs												
Staves and headings, barrel												
" " pipe												
" " West India												
Staves, salt barrel												
Shingles	78								78		78	11 28
Split posts and fence rails, in vessels												
" " rafts												
Timber, square, in vessels												
" " rafts	45								45		45	8 00
Traverses												
Wodenware and wood partly manufactured												
Total freight heretofore paying tolls, now free	4,817	10,227	483,423					126,815	488,240	137,042	625,282	30,508 73

Total tolls on vessels	5,257 12
" passengers	58 69
Total tolls	
Fines	78 50
Total revenue exclusive of hydraulic rents	35,903 04

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, May 8, 1908.

RICHARD DEVLIN,
Compiler of Canal Statistics.

No. (A) 9.—General Statement showing the Quantity of each Article transported on the Rideau Canal and the Amount of Tolls heretofore Collected, now Free, during the Season of Navigation in 1907.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total tons.	Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
												$ cts.
Ashes, pot and pearl												
Apples	1	4							1	4	5	13
Agricultural products not enumerated vegetables	23	32							23	32	55	1 47
" " " animal	91	1,231							91	1,231	1,322	40 95
Agricultural implements	121	141							121	141	262	25 73
Barley												
Bricks	761	77							761	77	838	19 72
Bones												
Brimstone												
Buckwheat												
Cement and water-lime	140	1,296							140	1,296	1,436	51 88
Clay, lime and sand	10,860	8,305							10,860	8,305	19,165	450 36
Coal	645	407						8,941	645	9,348	9,993	343 71
Corn	12	717							12	717	729	17 40
Cattle	1								1		1	0 03
Cotton (raw)												
Crockery and earthenware	9	32							9	32	41	3 69
Dye wood and dye stuffs												
Fish		7								7	7	17
Flax and hemp												
Flour	137	289							137	289	426	10 99
Furniture	33	61							33	61	94	8 92
Gypsum												
Glass (all kinds)	224	25							224	25	249	23 11
Hay (pressed)	1,700	147							1,700	147	1,847	47 95
Hogs												
Horses	1	6							1	6	7	0 19
Hides and skins, horns and hoofs		12								12	12	0 33
Ice	1								1		1	0 02

on, railway		20								20	20	0	47	
" pig	31								31		31	0	73	
" all other ore	1,487	91							1,487	91	1,578	39	32	
Kryolte or chemical ore		384								384	384	7	02	
Lard and lard oil	69	5							69	5	74	2	54	
Meal, all kinds	19	91							19	91	110	2	69	
Meat, other than pork	44	1							44	1	45	1	70	
Marble														
Manilla	9	5							9	5	14	1	40	
Molasses	203	9							203	9	212	18	44	
Nails	510	20							510	20	530	58	49	
Oats	113	1,072							113	1,072	1,185	48	00	
Oil, in barrels	370	231							370	231	601	54	56	
Oil cake														
Pease		1								1	1	0	03	
Potatoes	10								10		10	0	25	
Pork	101	5							101	5	106	3	02	
Paint	105	1							105	1	106	10	43	
Pitch and tar	34	25							34	25	59	5	15	
Rags	11	97							11	97	108	9	45	
Rye		13								13	13	0	31	
Flaxseed														
Rosin	14								14		14	1	24	
Salt	2,198	233							2,198	233	2,431	62	26	
Stone intended for cutting	111								111		111	2	60	
" wrought		4								4	4	0	36	
" not suitable for cutting, unwrought														
Seeds, all kinds	2	1							2	1	3	0	09	
Sheep														
Soda ash		2								2	2	0	18	
Steel	25	7							25	7	32	1	34	
Sugar	414	199							414	199	613	67	29	
Spirits, beer, &c	502	153							502	153	655	59	57	
Tobacco (raw)		3								3	3	0	09	
Tallow														
Tin														
Turpentine														
Wheat		957								957	957	22	34	
White lead	105	1							105	1	106	9	88	
Whiting														
Wool		1								1	1	0	03	
All other goods and merchandise not enumerated	3,290	2,313							3,290	2,313	5,603	526	57	
Bark	7	2							7	2	9	0	69	
Barrels, empty	27	74							27	74	101	6	74	
Boat knees														
Floats														
Firewood, in vessels	3,122	2,382							3,122	2,382	5,504	96	70	
" rafts														
Pulpwood														

No. (A) 9.—General Statement showing the Quantity of each Article transported on the Rideau Canal, &c.—*Continued.*

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Total Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
												$ cts.
Hoops												
Hop poles												
Lumber, sawn, in vessels	4,563	11,371	4,735	1,644				254	9,298	13,269	22,567	1,058 43
" rafts	77								77		77	2 92
Masts, spars, and telegraph poles, in vessels												
" " rafts												
Railway ties, in vessels												
" rafts												
Saw logs	93								93		93	2 10
Staves and headings, barrel												
" pipe												
" West India												
Staves, salt barrel												
Shingles	135	33							135	33	168	48 68
Split posts and fence rails, in vessels												
" " rafts												
Timber, square, in vessels												
" rafts	1,600								1,600		1,600	29 88
Traverses												
Woodenware and wood partly manufactured		38								38	38	2 83
Total freight heretofore paying tolls, now free	34,161	32,634	4,735	1,644				9,195	38,896	43,473	82,369	3,313 56

Total tolls on vessels	2,545 78
" passengers	613 03
Total tolls	6,472 37
Wharfage	
Winterage	
Other receipts	
Total revenue, exclusive of hydraulic rents	

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, May 8 1908.

RICHARD DEVLIN,
Compiler of Canal Statistics.

APPENDIX A—*Continued.*

No. (A) 10.—General Statement showing the Quantity of each Article transported on the St. Peters Canal and the amount of Tolls heretofore collected (now free) during the Season of Navigation in 1907.

Articles.	From Canadian to Canadian ports.		From Canadian to United States ports.		From United States to United States ports.		From United States to Canadian ports.		Tons.		Total tons.	Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
												$ cts.
Ashes, pot and pearl												
Apples	183								183		183	1 83
Agricultural products not enumerated, vegetables	885								885		885	8 85
" " animal	2								2		2	0 02
Agricultural implements	3								3		3	0 03
Barley	4								4		4	0 04
Bricks	384								384		384	3 84
Bones	190								190		190	1 90
Brimstone												
Buckwheat												
Cement and water lime	158	1,127							158	1,127	1,285	12 85
Clay, lime and sand	37	388							37	388	425	4 25
Coal	463	36,166							463	36,166	36,629	366 29
Corn	23								23		23	0 23
Cattle	4								4		4	0 04
Cotton (raw)												
Crockery and earthenware	18								18		18	0 18
Dye wood and dye stuffs												
Fish	105	1,689							105	1,689	1,794	17 94
Flax and hemp												
Flour	1,384								1,384		1,384	13 84
Furniture	10	2							10	2	12	0 12
Gypsum												
Glass (all kinds)	9								9		9	0 09
Hay (pressed)	917								917		917	9 17
Hogs												
Horses												
Hides and skins, horns and hoofs												
Ice												

Iron, railway									4		4	0	04
" pig	4								4		4	0	04
" all other	53	19							53	19	72	0	72
Iron ore													
Kryolite or chemical ore	175								175		175	1	75
Lard and lard oil													
Meal, all kinds	595								595		595	5	95
Meat, other than pork	379								379		379	3	79
Marble	7	2,391							7	2,391	2,398	23	98
Manilla	18								18		18	0	18
Molasses	457								457		457	4	57
Nails	37								37		37	0	37
Oats	3,156								3,156		3,156	31	56
Oil (in barrels)	297	22							297	22	319	3	19
Oil cake													
Pease													
Potatoes	5,028								5,028		5,028	50	28
Pork	354								354		354	3	54
Paint	8								8		8	0	08
Pitch and tar	14								14		14	0	14
Rags													
Rye													
Flax seed													
Rosin													
Salt	739								739		739	7	39
Stone intended for cutting	10								10		10	0	10
" wrought													
" not suitable for cutting, unwrought	100	5,212							100	5,212	5,312	53	12
Seeds, all kinds													
Sheep													
Soda ash													
Steel													
Sugar	385								385		385	3	85
Spirits, beer, &c	24								24		24	0	24
Tobacco (raw)													
Tallow													
Tin	58								58		58	0	58
Turpentine													
Wheat													
White lead													
Whiting													
Wool													
All other goods and merchandise not enumerated	838	10							838	10	848	8	48
Bark													
Barrels, empty	15	9							15	9	24	0	24
Boat knees													
Floats													
Firewood, in vessels	24	191							24	191	215	2	15
" In rafts													
Pulpwood													

No, (A) 10.—General Stateent showing the Quantity of each Article transported on the St. Peter Canal, &c.—*Concluded.*

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
												$ cts.
Hoops												
Hop poles	2								2		2	0 02
Lumber, sawn, in vessels	7,326	5							7,326	5	7,331	73 31
" in rafts												
Masts, spars, and telegraph poles, in vessels	1								1		1	0 01
" " in rafts												
Railway ties, in vessels	55								55		55	0 55
" in rafts												
Saw logs	98	85							98	85	183	1 83
Staves and headings, barrels												
" pipe												
" West India												
Staves, salt barrel												
Shingles	225								225		225	2 25
Split posts and fence rails, in vessels	90								90		90	0 90
" " in rafts												
Timber, square, in vessels	330	95							330	95	425	4 25
" in rafts												
Traverses												
Woodenware and wood partly manufactured	75								75		75	0 75
Total freight heretofore paying tolls, now free	25,756	47,411							25,756	47,411	73,167	731 67
Total tolls on vessels												1,830 63
Total receipts												$2,562 30

Departmens of Railways and Canals,
Ottawa, May 8, 1908

RICHARD DEVLIN,
Compilater of Canals Statistics.

APPENDIX A—*Continued.*

No. (A) 11.—General Statement showing the Quantity of each Article transported on the Trent Valley Canals and the Amount o Tolls heretofore collected, now free, during the Season of Navigation in 1907.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total.	Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
												$ ets.
Ashes, pot and pearl												
Apples	10											
Agricultural products not enumerated, vegetables									10		10	10
" " " animal		41								41	41	
Agricultural implements	3	2							3	2	5	01
Barley	10								10		10	10
Bricks	48	141							48	141	189	1 78
Bones												
Brimstone												
Buckwheat												
Cement and water lime	521	79							521	79	600	60
Clay, lime and sand	112								112		112	
Coal	62	115							62	115	177	15
Corn		23								23	23	23
Cattle	2								2		2	01
Cotton (raw)												
Crockery and earthenware	1								1		1	
Dye wood and dye stuffs												
Fish												
Flax and hemp												
Flour	5	12							5	12	17	12
Furniture	16	7							16	7	23	13
Gypsum												
Glass (all kinds)												
Hay (pressed)	16								16		16	
Hogs	219	222							219	222	441	6 40
Horses	1	1							1	1	2	01
Hides and skins, horns and hoofs												
Ice												
Iron, railway	1								3		3	
" Pig	3								3		3	
" all other	30	26							30	26	56	
Iron ore												
Kryolite or chemical ore												
Lard and lard oil												
Meal, all kinds		11								11	11	13
Meat, other than pork												
Marble												

No. (A) 11.—General Statement showing the Quantity of each Article transported on the Trent Valley Canals, &c.—*Concluded.*

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total	Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
												$ cts.
Manilla												
Molasses												
Nails									7	16	23	
Oats	7	16							2		2	
Oil (in barrels)	2											
Oil cake												
Pease	157								157		157	1 57
Potatoes	339	9							339	9	348	2 72
Pork												
Paint												
Pitch and tar												
Rags												
Rye												
Flour seed												
Rosin												
Salt	1								1	1		
Stone intended for cutting		965								965	965	
" wrought		165								165	165	
" not suitable for cutting, unwrought		1,978								1,978	1,978	3 10
Seeds, all kinds												
Sheep												
Soda ash												
Steel	10	15							10	15	25	
Sugar												
Spirits, beer, &c												
Tobacco (raw)												
Tallow												
Tin												
Turpentine												
Wheat	221								221		221	2 21
White lead												
Whiting												
Wool												
All other goods and merchandise not enumerated	689	360							689	360	1,049	9 03
Bark	7	54							7	54	61	58
Barrels, empty												
Boat knees												
Floats	1,477	5,513							1,477	5,513	6,990	29 26
Fire wood, in vessels	4,499	22,187							4,419	22,187	26,686	129 34
" rafts												
Pulpwood												
Hoops												

Hop poles												
Lumber, sawn, in vessels	827	3,524							827	3,524	4,351	13 81
" " rafts	30								30		30	
Masts, spars, and telegraph poles, in vessels	46								46		46	
" " " " rafts	40	115							40	115	155	2 00
Railway ties, in vessels		28								28	28	0 27
" " rafts	215	67							215	67	282	5 75
Saw logs	3,587	16,655							3,587	16,655	20,242	145 99
Staves and headings, barrel												
" " " pipe												
" " " West India												
Staves, salt barrel												
Shingles	17	96							17	96	113	1 68
Split posts and fence rails, in vessels		1								1	1	
" " " rafts												
Timber, square, in vessels	160	933							160	933	1,093	
" " " rafts	230	2,820							230	2,820	3,050	23 75
Traverses												
Woodenware and wood partly manufactured	2								2		2	
Total freight heretofore paying toll, now free	13,625	56,181							13,625	56,181	69,806	380 93

Total tolls on vessels	703 25
" passengers	343 75
Total tolls	1,42793
Other receipts	
Total revenue exclusive of hydraulic rents	

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, MAY 8, 1908.

RICHARD DEVLIN,
Compiler of Canal Statistics.

APPENDIX A—*Continued.*

No. (A) 12.—General Statement showing the Quantity of each Article transported on the Murray Canal, and the Amount of Tolls heretofore collected, now free, during the Season of Navigation in 1907.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
												$ cts.
Ashes, pot and pearl												
Apples	96	851							96	851	947	17 53
Agricultural products not enumerated, vegetable	827	677							827	677	1,504	28 44
" " " animal	590	525							590	525	1,115	20 93
Agricultural implements	14	32							14	32	46	1 16
Barley	56	784							56	784	840	12 69
Bricks												
Bones												
Brimstone												
Buckwheat												
Cement and water lime												
Clay, lime and sand												
Coal		3,532						26,492		30,024	30,024	555,98
Corn												
Cattle												
Cotton (raw)	20								20		20	0 37
Crockery and earthenware	70	120							70	120	190	4 78
Dye woods and dye stuffs	15	32							15	32	47	1 18
Fish												
Flax and hemp												
Flour	60	15							60	15	75	1 40
Furniture	292	344							292	344	636	15 84
Gypsum												
Glass (all kinds)	253	300							253	300	553	13 91
Hay (pressed)	70								70		70	0 62
Hogs												
Horses	20	3							20	3	23	0 49
Hides and skins, horns and hoofs												
Ice												
Iron, railway		20								20	20	0 38
" pig												
" all other	932	685							932	685	1,617	30 76
Iron ore												
Kryolite and chemical ore												
Lard and lard oil	13	28							13	28	41	0 77
Meal, all kinds		5								5	5	0 10

Meat, other than pork	47	38								47	38	85	1	60
Marble														
Manilla														
Molasses	8	13								8	13	21	0	53
Nails	717	65								717	65	782	19	52
Oats														
Oil (in barrels	140	301								140	301	441	11	01
Oil cake														
Pease		60									60	60	1	13
Potatoes														
Pork														
Paint	120	50								120	50	170	4	19
Pitch and tar	10	5								10	5	15	0	38
Rags	8	15								8	15	23	0	57
Rye														
Flax seed														
Rosin														
Salt	273	260								273	260	533	10	13
Stone intended for cutting														
" wrought														
" not suitable for cutting, unwrought														
Seeds, all kinds														
Sheep														
Soda ash														
Steel	20	30								20	30	50	1	01
Sugar	411	344								411	344	755	18	82
Spirits, beer, &c	277	322								277	322	599	15	09
Tobacco (raw)														
Tallow														
Tin	10	15								10	15	25	0	61
Turpentine														
Wheat														
White lead														
Whiting	70	23								70	23	93	2	33
Wool														
All other goods and merchandise not enumerated	3,925	4,066								3,925	4,026	7,991	200	55
Bark														
Barrels, empty	60									60		60	1	50
Boat knees														
Floats														
Firewood, in vessels	1,770		390							2,160		2,160	18	00
" rafts														
Pulpwood														
Hoops														
Hop poles														
Lumber, sawn, in vessels	766									766		766	8	61
" rafts														
Masts, spars and telegraph poles, in vessels														
" " rafts														
Railway ties, in vessels														
" rafts														
Saw logs														
Staves and headings, barrels														
" pipe														
" West India														
Staves, salt barrel														
Shingles														
Split posts and fence rails, in vessels														
" " rafts														

No. (A) 12.—GENERAL STATEMENT showing the Quantity of each Article transported on the Murray Canal, &c.—*Concluded.*

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
												$ cts.
Timber, square, in vessels												
" rafts												
Traverses												
Woodenware and wood partly manufactured												
Total freight heretofore paying tolls, now free	11,960	13,560	390					26,492	12,350	40,052	52,402	1,022 91
Total tolls on vessels												363 39
" passengers												254 32
Total tolls, exclusive of hydraulic rents												1,640 62

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, MAY 8, 1908.

RICHARD DEVLIN,
Compiler of Canal Statistics.

APPENDIX A—*Continued.*

No. (A) 13.—General Statement showing the Quantity of each Article transported on the Sault Ste. Marie Canal during the Season of Navigation in 1907.

Articles.	From Canadian to Canadian Pgrts.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
												$ cts.
Ashe, pot and pearl	90								90		90	
Apples	375								375		375	
Agricultural products not enumeratedi vegetables	51	214							51	214	265	
" " animal												
Agricultural implements	2,395	300			1,250				3,645	300	3,945	
Barley		27,652		1,246		97,424		171		126,493	126,493	
Bricks	1,129				600	220	75		1,804	220	2,024	
Bones												
Brimstone												
Buckwheat												
Cement and water lime	47,209				12,882	820	2,871		62,962	820	63,782	
Clay, lime and sand	1	1,100						1·650	1	2,750	2,751	
Coal	17,595	7,322	9,300		1,657,244	65,376	743,590	33,400	2,427 729	106,098	2,533,827	
Corn						2,604				2,604	2,604	
Cattle	8	3							8	3	11	
Cotton (raw)												
Crockery and earthenware	101								101		101	
Dye wood and dye stuffs												
Fish		465				110				575	575	
Flax and hemp	10	913							10	913	923	
Flax seed		20,987				121,621		5,550		148,158	148,158	
Flour	1,285	111,606				219,138		13,428	1,285	344,172	345,457	
Furniture		5								5	5	
Gypsum												
Glass (all kinds)	916	100					12		928	100	1,028	
Hay (pressed)	1,562	5					72		1,634	5	1,639	
Hogs	2			2					2	2	4	
Horses	4	18		9		5			4	32	36	
Hides and skins, horns and hoofs						8				8	8	
Ice												
Iron, railway	45,714	22,627			18,762	3,412			64,476	26,039	90,515	
" Pig	16,898	4,176				1,528			16,898	5,704	22,602	
" all other	4,134	93			4,231		5,620	50	13,985	143	14,128	
Iron ore		104,684		25,765	40,432	9,763 563	30,405	101,230	70,837	9,995,242	10,066,074	
Copper ore		555				18,829				19,384	19,384	
Kryolite or chemical ore												
Lard and lard oil	20								20		20	
Meal, all kinds	90	339				25,002			90	25,341	25,431	

No. (A) 13.—General Statement showing the Quantity of each Article transported on the Sault Ste. Marie Canal, &c.—*Concluded.*

Articles.	From Canadian to Canadian Pgrts.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
												$ cts.
Meat, other than pork												
Marble												
Manilla												
Molasses	30								30		30	
Nails	6,623								6,623		6,623	
Oats	622	160,729		3,046		21,345		3,565	622	188,685	189,307	
Oil (in barrels)	726				500		24		1,250		1,250	
Oil cake		60				1,788		60		1,908	1,908	
Pease												
Potatoes	127								127		127	
Pork												
Paint	39								39		39	
Pitch and tar												
Rags												
Rye						8,626				8,626	8,626	
Rosin												
Salt	2,152				7,995				10,147		10,147	
Stone intended for cutting		113			5,482				5,482	113	5,595	
" wrought												
" not suitable for cutting, unwrought					5,501	10,648	1,930		7,431	10,648	18,079	
Seeds, all kinds												
Sheep												
Soda Ash												
Steel	241	5,712		5,259	250	75	173		664	11,046	11,710	
Sugar	2,348				300				2,648		2,648	
Spirits, beer, &c	724						30		754		754	
Tobacco (raw)												
Tallow		11				21				32	32	
Tin	601								601		601	
Turpentine												
Wheat	2,415	900,316		137,744		363,876		77,648	2,415	1,479,584	1,481,999	
White lead												
Whiting	50								50		50	
Wool		10				1,561		33		1,604	1,604	
All other goods and merchandise not enumerated	188,011	6,966	15,469		57,887	3,566	4,330	435	265,697	10,967	276,664	
Bark			244						244		244	
Barrels, empty		120								120	120	
Boat knees												
Floats												
Fire wood, in vessels	225	144							225	144	369	
" rafts												
Hoops												

Hop poles												
Lumber, sawn, in vessels	501	122		24,391		34,310	1,542	1,825	2,043	60,648	62,691	
" " " rafts												
Masts, spars, and telegraph poles, in vessels												
" " " " " rafts						42				42	42	
Railway ties, in vessels						375				375	375	
" " rafts												
Saw logs	5,773	2,005	3,283	135	751	1,476		780	9,807	4,396	14,203	
Staves and headings, barrel												
" " pipe												
" " " West India												
Staves, salt barrel												
Shingles	3					18,196			3	18,196	18,199	
Split posts and fence rails, in vessels												
" " " rafts												
Timber, squate in vessels	446	720				617		40	446	1,377	1,823	
" " " rafts								43		43	43	
Traverses												
Woodenware and wood partly maupfactuted	3								3		3	
Total freight	351,249	1,380,192	28,296	197,597	1,814,067	10,786,182	790674	239,908	2,984,286	12,603,879	15,588,165	

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, MAY 8, 1908.

RICHARD DEVLIN,
Compiler of Canal Statistics.

APPENDIX

No. (A) 14.—STATEMENT of Traffic on the undermentioned Canals, and the Amount

Articles.	Welland Canal.		St. Lawrence Canals.		Chambly Canal.	
	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
Class No. 1.		$ cts.		$ cts.		$ cts.
Canadian vessels, steam	593,628	10,059 28	1,084,735	8,590 36	73,793	215 02
United States vessels, steam	766,252	11,634 07	304,301	2,581 29	217	6 18
Canadian vessels, sail	160,085	3,580 29	1,277,944	13,462 10	24,845	284 09
United States vessels, sail	63,748	1,433 86	129,147	1,770 98	352,410	4,751 83
Total, class No. 1	1,583,713	26,707 50	2,796,127	26,404 73	451,265	5,257 12
Class No. 2.	No.		No.		No.	
Passengers	3,213	206 89	102,597	5,823 54	3,333	58 69
Class No. 3.	Tons.		Tons.		Tons.	
Bricks	600	90 00	14,840	754 25	1,522	133 83
Brimstone			2,301	211 10		
Cement and water lime	1,899	287 75	6,892	615 24	631	56 49
Clay, lime and sand	239	35 85	80,535	3,236 16	18,017	1,787 47
Fish	20	3 00	269	22 61	1	0 04
Gypsum						
Iron, railway	961	144 15	11,933	1,675 40	793	76 61
" pig	4,716	940 55	12,091	1,806 41		
" all other	6,802	1,033 30	39,307	3,195 05	429	26 80
Steel	1,728	259 20	6,624	867 05	10	0 34
Salt	246	49 20	4,540	437 84	255	10 25
Stone for cutting			740	30 75		
Apples			5,186	729 35	952	49 54
Barley	13,240	1,324 00	4,463	329 44		
Buckwheat			48	1 80	2	0 07
Corn	271,693	27,169 30	29,182	1,471 95	113	3 87
Cotton (raw)			110	16 09		
Flax and hemp			42	6 30		
Flour	22,739	4,545 30	3,855	291 13	904	30 40
Hay (pressed)	1,177	180 60	10,277	479 19	7,417	335 21
Meals (all kinds)	22,658	4,531 60	353	24 24	284	9 66
Oil cake	114	22 80	1	0 06	5	0 18
Oats	73,369	7,336 90	6,514	376 85	1,938	64 81
Pease	25	2 50	573	52 27	6	0 22
Potatoes			265	14 91	55	1 91
Rye	2,270	227 00	463	46 30		
Flaxseed	50,794	5,079 40	829	82 75		
Seeds (all kinds)	37	7 40	6,640	268 11	34	1 16
Tobacco (raw)			23	3 45		
Wheat	488,565	48,552 31	51,442	4,224 87	9	0 32
All other agricultural products, vegetables	59	8 85	7,923	817 52		
Bones			9	0 50		
Cattle			117	7 04	78	2 74
Hogs			58	2 29	16	0 84
Hides and skins, horns and hoofs	1	0 20	16	0 62	1	0 04
Horses	1	0 15	528	29 65	22	0 86
Lard and lard oil	98	19 00	267	38 46		
Meats (other than pork)	15	2 25	162	22 00		
Pork	439	87 30	219	21 00	42	1 52
Sheep			63	2 61	66	2 33
Tallow			2	0 30		
Wool	30	6 00				
All other agricultural products, animal			6,735	901 82	95	3 19
Total, class No. 3	964,535	101,945 86	316,437	23,114 73	33,697	2,600 54

A—*Continued.*

of Tolls heretofore collected, now free, during the Season of Navigation in 1907.

Murray Canal.		Ottawa Canals.		Rideau Canal.		St. Peter's Canal.		Trent Valley Canals.		Sault Ste. Marie Canal.
Tons.	Tolls.	Tons.	Tolls.	Tons	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.
	$ cts.		$ cts.		$ cts.		$ cts.		$ cts.	
212,243	310 89	133,526	1,007 39	154,305	2,007 21	24,488	489 77	203,204	693 35	2,048,142
360	2 75	.....	.....	576	19 74	.....	.....	4,132	9 90	9,746,717
17,653	43 75	113,264	1,342 59	29,750	460 05	66,628	1,333 76	.....	.....	106,546
367	6 00	12,455	507 57	3,365	58 78	355	7 10	.....	.....	214,564
230,623	363 39	269,245	2,857 55	187,996	2,545 78	91,471	1,830 63	207,336	703 25	12,115,969
No.		No.		No.		No.		No.		
20,751	254 32	18,777	192 50	22,445	613 03	.....	.....	77,423	343 75	30,660
Tons.		Tons.		Tons.		Tons.		Tons.		
.....	.....	.....	.....	838	19 72	384	3 84	189	1 78	2,024
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	1,809	175 39	1,436	51 88	1,285	12 85	600	0 60	63,782
.....	.....	52,930	2,939 58	19,165	450 36	425	4 25	112	.....	2,751
.....	.....	.....	.....	7	0 17	1,794	17 94	.....	.....	575
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
20	0 38	.....	.....	20	0 47	.....	.....	3	.....	90,515
.....	.....	.....	.....	31	0 73	4	0 04	3	.....	22,602
1,617	30 76	108	7 87	1,578	39 32	72	0 72	56	.....	14,128
50	1 01	.....	.....	32	1 34	.....	.....	25	.....	11,710
533	10 13	.....	.....	2,431	62 26	739	7 39	1	.....	10,147
.....	.....	.....	.....	111	2 60	10	0 10	965	.....	5,595
947	17 53	600	34 17	5	0 13	183	1 83	10	0 10	375
840	12 69	.....	.....	.....	.....	4	0 04	10	0 10	126,493
.....	.....	3	0 18	.....	.....	.....	.....	.....	.....	.....
.....	.....	5	0 22	729	17 40	23	0 23	23	0 23	2,604
20	0 37	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	923
75	1 40	57	5 11	426	10 99	1,384	13 84	17	0 12	345,457
70	0 62	1,731	161 47	1,847	47 95	917	9 17	16	.....	1,639
5	0 10	165	9 56	110	2 69	595	5 95	11	0 13	25,431
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1,908
.....	.....	1,429	131 24	1,185	48 00	3,156	31 56	23	.....	189,307
60	1 13	.....	.....	1	0 03	.....	.....	157	1 57	.....
.....	.....	702	41 16	10	0 25	5,028	50 28	348	2 72	127
.....	.....	.....	.....	13	0 31	.....	.....	.....	.....	8,626
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	148,158
.....	.....	5	0 49	3	0 09	.....	.....	.....	.....	.....
.....	.....	.....	.....	3	0 09	.....	.....	.....	.....	.....
.....	.....	.....	.....	957	22 34	.....	.....	221	2 21	1,481,999
1,504	28 44	287	17 49	55	1 47	885	8 85	.....	.....	265
.....	.....	10	0 68	.....	.....	190	1 90	.....	.....	.....
.....	.....	339	25 48	1	0 03	4	0 04	2	0 01	11
.....	.....	59	4 62	.....	.....	.....	.....	441	6 40	4
.....	.....	12	1 11	12	0 33	.....	.....	.....	.....	8
23	0 49	165	9 86	7	0 19	.....	.....	2	0 01	36
41	0 77	2	0 20	74	2 54	.....	.....	.....	.....	20
85	1 60	.....	.....	45	1 70	379	3 79	.....	.....	.....
.....	.....	25	1 48	106	3 02	354	3 54	.....	.....	.....
.....	.....	203	17 66	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	32
.....	.....	.....	.....	1	0 03	.....	.....	.....	.....	1,604
1,115	20 93	2,443	227 14	1,322	40 95	2	0 02	41	.....	.....
7,005	128 35	63,089	3,812 16	32,561	829 38	17,817	178 17	3,276	15,98	2,558,856

APPENDIX

No. (A) 14,—STATEMENT of Traffic on the undermentioned Canals and the amount

Articles.	Welland Canal.		St. Lawrence Canals.		Chambly Canal.	
	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
Class No. 4.		$ cts.		$ cts.		$ cts.
Ashes, pot and pearl						
Agricultural implements	3,890	583 50	234	23 04	95	3 21
Clockery and eathenware	140	21 00	788	147 26	69	6 37
Dye woods and dye stuffs			34	5 90	12	1 20
Furniture	3	0 45	3,186	541 83	66	2 30
Glass (all kinds)	283	42 65	5,286	1,029 97	4	0 14
Marble	2	0 30	6	0 60		
Manilla	33	4 95	115	20 59		
Molasses	11	1 65	934	116 33	66	2 29
Nails	1,886	283 05	7,167	1,381 33	40	1 44
Oil (in barrels)	33,272	6,646 45	1,609	291 11	143	6 32
Paint	134	20 70	1,649	313 31	72	2 57
Pitch and tar	217	39 10	1,344	86 51	1,152	168 05
Rags			289	51 30	5	0 17
Rosin			1,215	64 75	1,872	194 08
Soda ash	47	7 80	682	128 95		
Sugar	26,204	3,993 35	25,813	5,031 56	170	5 91
Stone (wrought)			5	1 00	220	22 00
Tin	132	19 80	2,331	434 28		
Turpentine			35	3 80	287	28 70
White lead	64	9 80	685	132 06		
Whiting	81	12 15	719	137 69		
Whiskey and all other spirits	2,472	460 05	3,820	716 56	85	2 93
Merchandise (not enumerated)	62,305	9,638 93	60,893	9,962 64	5,650	365 88
Total, class No. 4.	131,176	21,785 68	118,839	20,622 31	10,008	813 56
Class No. 5.						
Bark						
Barrels (empty)	1	0 20	1,124	64 53	67	2 34
Boat knees						
Floats			400	7 00		
Fire wood (in vessels)	1,980	132 00	5,295	306 50		
" (in rafts)						
Pulpwood			251,740	16,742 50	398,962	13,337 20
Lumber, sawn (in vessels)	43,561	7,837 07	85,794	3,778 44	82,816	4,893 81
" (in rafts)					2	0 07
Hoops						
Railway ties (in vessels)	2,151	343 72	364	19 37		
" (in rafts)						
Masts, spars and telegraph poles (in vessels)						
Masts, spars and telegraph poles (in rafts)			4,264	106 60	122	4 08
Square timber (in vessels)	17,622	2,643 27	1,071	52 15		
" (in rafts)			5,972	151 35	45	8 00
Woodenware and wood partly manufactured	8	3 20	380	46 90		
Shingles	70	48 75	231	160 09	78	11 28
Split posts and fence rails (in vessels)						
" " (in rafts)						
Saw logs	387	35 36	520	48 00		
Staves and headings (barrel)						
" (pipe)			2	0 20		
" (West India)						
" (salt barrel)						
Traverses						
Hop poles						
Total, class No. 5.	65,780	11,043 57	357,157	21,483 63	482,092	18,256 78

SESSIONAL PAPER No. 20a

A—*Continued.*

of Tolls heretofore collected, now free, during the Season of Navigation in 1907.

Murray Canal.		Ottawa Canals.		Rideau Canal.		St. Peter's Canal.		Trent Valley Canals.		Sault Ste. Marie Canal.
Tons.	Tolls. 0	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.
	$ cts.		$ cts.		$ cts.		$ cts.		$ cts.	
										90
46	1 16	28	5 14	262	25 73	3	0 03	5	0 01	3,945
190	4 78			41	3 69	18	0 18	1		101
47	1 18									
636	15 84	105	15 76	94	8 92	12	0 12	23	0 13	5
553	13 91	40	7 60	249	23 11	9	0 09			1,028
						2,398	23 98			
		3	0 57	14	1 40	18	0 18			
21	0 53			212	18 44	457	4 57			30
782	19 52	1	0 10	530	58 49	37	0 37			6,623
441	11 01			601	54 56	319	3 19	2		1,250
170	4 19			106	10 43	8	0 08			39
15	0 38	99	18 81	59	5 15	14	0 14			
23	0 57	195	35 78	108	9 45					
				14	1 24					
				2	0 18					
755	18 82			613	67 29	385	3 85			2,648
				4	0 36			165		
25	0 61	11	2 09			58	0 58			601
93	2 33			106	9 88					
										50
599	15 09	9	1 44	655	59 57	24	0 24			754
7,991	200 55	2,840	391 75	5,603	526 57	848	8 48	1,049	9 03	276,664
12,387	310 47	3,331	479 04	9,273	884 46	4,608	46 08	1,245	9 17	293,828
				9	0 69			61	0 58	244
60	1 50	123	20 65	1 01	6 74	24	0 24			120
		32,160	270 66					6,990	29 26	
2,160	18 00	17,790	691 64	5,504	96 70	215	2 15	26,686	129 34	369
766	8 61	220,837	16,972 26	22,567	1,058 43	7,331	73 31	4,351	13 81	62,691
		134	6 40	77	2 92			30		
		17	1 50							
		116	20 01			55	0 55	28	0 37	375
								282	5 75	
						1	0 01	46		
								155	2 00	42
						425	4 25	1,093		1,823
		200	2 10	1,600	29 88			3,050	23 75	43
				38	2 83	75	0 75	2		3
		3	0 47	168	48 68	225	2 25	113	1 68	18,199
						90	0 90	1		
				93	2 10	183	1 83	20,242	145 99	14,203
						2	0 02			
2,986	28 11	271,380	17,985 69	30,157	1,248,97	8,626	86 26	63,130	352 53	98,112

APPENDIX

No. (A) 14.—STATEMENT of Traffic on the undermentioned Canals and the amount

Articles.	Welland Canal.		St. Lawrence Canals.		Chambly Canal.	
	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
Special Class.		$ cts.		$ cts.		$ cts.
Coal	267,212	53,442 40	359,876	51,627 12	80,736	7,903 82
Kryolite or chemical ore	2,734	136 70	150	1 88	1,446	72 30
Copper ore	.....	.....	.....	.....	.....	.....
Iron ore	22,306	1,115 30	.....	.....	16,631	831 55
Stone (unwrought, not suitable for cutting	938	46 88	1,170	45 75	672	30 18
Ice	.....	.....	.....	.....	.....	.....
Total, special class	293,190	54,741 08	361,196	51,674 75	99,485	8,837 85
Total freight and tolls	1,454,681	216,430 78	1,153,629	149,123 69	625,282	35,824 54
Timber and other wood, free	104,326	7,000 20	4,180	289 00	.....	.....
Wheat, corn, flour, iron, salt, coal, &c., &c., free	55,125	9,119 70	942,657	93,671 68	.....	.....
Grand total (passengers and tonnage of vessels not included)	1,614,132	232,550 68	2,100,461	243,084 37	625,282	35,824 54

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, April 15, 1907.

A—*Concluded.*

of Tolls heretofore collected, now free, during the Season of Navigation of 1907.

Murray Canal.		Ottawa Canals.		Rideau Canal.		St. Peter's Canal.		Trent Valley Canals.		Sault Ste. Marie Canal.
Tons.	Tolls. 0	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.
	$ cts.		$ cts.		$ cts.		$ cts.		$ cts.	
30,024	555 98	50	2 50	9,993	343 71	36,629	366 29	177	0 15	2,533,827
.....	.....	.....	.....	384	7 02	175	1 75	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	19,384
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	10,066,079
.....	.....	.....	.....	.....	.....	5,312	53 12	1,978	3 10	18,079
.....	.....	.....	.....	1	0 02	.....	.....	.....	.....	.....
30,024	555 98	50	2 50	10,378	350 75	42,116	421 16	2,155	3 25	12,637,369
52,402	1,640 62	337,850	25,329 44	82,369	6,472 37	73,167	2,562 30	69,806	1,427 93	15,588,165
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
52,402	1,640 62	337,850	25,329 44	82,369	6,472 37	73,167	2,562 30	69,806	1,427 93	15,588,165

RICHARD DEVLIN,
Compiler of Railway Statistics.

SUPPLEMENTARY

No. (A) 15.—Summary Statement of Traffic on the undermentioned Canals during the description of property passed through and

Articles.	Welland Canal.		St. Lawrence Canals.		Chambly Canal.	
	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
		$ cts.		$ cts.		$ cts.
Vessels of all kinds	1,583,713	26,707 50	2,796,127	26,404 73	451,265	5,257 12
	No.		No.		No.	
Passengers	3,213	206 89	102,597	5,823 54	3,333	58 69
Forest—Produce of Wood.	Tons.		Tons.		Tons.	
Bark						
Boat knees						
Floats			400	7 00		
Firewood	1,980	132 00	5,295	306 50		
Pulpwood			251,740	16,742 50	398,962	13,337 20
" Free.	101,989					
Hoops and Hop Poles						
Lumber, sawed	43,561	7,837 07	85,794	3,778 44	82,818	4,893 88
" " Free.	2,337					
Masts, spars, &c			4,264	106 60	122	4 08
Railway ties	2,151	343 72	364	19 37		
Saw logs	387	35 36	520	48 00		
Staves, all kinds			2	0 20		
Shingles	70	48 75	231	160 09	78	11 28
Split posts and rails						
Timber, square	17,622	2,643 27	7,043	203 50	45	8 00
" Free.			4,180			
Total	170,097	11,040 17	359,833	21,372 20	482,025	18,254 44
Farm Stock.						
Cattle			117	7 04	78	2 74
Hogs			58	2 29	16	0 68
Horses	1	0 15	528	29 65	22	0 86
Sheep			63	2 61	66	2 33
Total	1	0 15	766	41 59	182	6 61
Produce of Animals.						
Bones			9	0 50		
Horns and hoofs, hides and skins	1	0 20	16	0 62	1	0 04
Lard and lard oil	98	19 00	267	38 46		
" " Free.	1					
Meats other than pork	15	2 25	162	22 00		
" " Free.	15					
Pork	439	87 30	219	21 00	42	1 52
Tallow			2	0 30		
Wool	30	6 00				
Agricultural products not enumerated (animal)			6,735	901 82	95	3 19
Total	599	114 75	7,410	984 70	138	4 75

APPENDIX A—*Continued.*

Season of Navigation ended December 31, 1907, showing the total quantity of each the amount of Tolls heretofore collected (now free).

Murray Canal.		Ottawa Canal.		Rideau Canal.		St. Peter's Canal.		Trent Valley Canals.		Sault Ste. Marie Canal.
Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.
	$ cts.		$ cts.		$ cts.		$ cts.		$ cts.	
230,623	363 39	269,245	2,857 55	187,996	2,545 78	91,471	1,830 63	207,336	703 25	12,115,969
No.		No.		No.		No.		No.		No.
20,751	254 32	18,777	192 50	22,445	613 03	.....	.....	77,423	343 25	30,660
Tons		Tons.		Tons.		Tons.		Tons.		Tons.
.....	.....	.....	.....	9	0 69	.....	.....	61	0 58	244
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	32,160	270 66	.....	.....	.....	.....	6,990	29 26	.....
2,160	18 00	17,790	691 64	5,504	96 70	215	2 15	26,686	129 34	369
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	17	1 50	.....	.....	2	0 02	.....	.....	.....
766	8 61	220,971	16,978 66	22,644	1,067 35	7,331	73 31	4,381	1,381	62,691
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	1	0 01	201	2 00	42
.....	.....	116	20 01	.....	.....	55	.....	310	6 12	375
.....	.....	.....	.....	93	2 10	183	1 83	20,242	145 99	14,203
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	3	47	168	48 68	225	2 25	113	1 68	18,199
.....	.....	.....	.....	.....	.....	90	90	1	.....	.....
.....	.....	200	2 10	1,600	29 88	425	4 25	4,143	23 75	1,866
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
2,926	26 61	271,257	17,965 04	30,018	1,239 40	8,527	85 27	63,128	352 53	97,989
.....	.....	339	25 48	1	0 03	4	0 04	2	01	11
.....	.....	59	4 62	.....	.....	.....	.....	441	6 40	4
23	0 49	165	9 86	7	0 19	.....	.....	2	0 01	36
.....	.....	203	17 66	.....	.....	.....	.....	.....	.....	.....
23	49	776	57 62	8	0 22	4	0 04	445	6 42	51
.....	.....	10	68	.....	.....	190	1 90	.....	.....	.....
.....	.....	12	1 11	12	0 33	.....	.....	.....	.....	8
41	77	2	20	74	2 54	.....	.....	.....	.....	20
85	1 60	.....	.....	45	1 70	379	3 79	.....	.....	.....
.....	.....	25	1 48	106	3 02	354	3 54	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	1	0 03	.....	.....	.....	.....	1,604
1,115	20 93	2,443	227 14	1,322	40 95	2	0 02	41	.....	.....
1,241	23 30	2,492	230 61	1,560	48 57	925	9 25	41	.....	1,664

SUPPLEMENTARY

No. (A) 15.—Summary Statement of Traffic on the undermentioned

Articles.	Welland Canal.		St. Lawrence Canals.		Chambly Canal.	
	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
		$ cts.		$ cts.		$ cts.
Agricultural Products.						
Agricultural products not enumerated (vegetable)	59	8 85	7,923	817 52		
Apples			5,186	729 35	9 52	49 54
Barley	13,240	1,324 00	4,463	329 44		
" Free			9,936			
Buckwheat			48	1 80	2	0 07
Cotton (raw)			110	16 09		
Corn	271,693	27,169 30	29,182	1,471 95	113	3 87
" Free			105,984			
Flax and hemp			42	6 30		
Flour	22,739	4,545 30	3,855	291 13	904	30 40
" Free			3,730			
Hay (pressed)	1,177	180 60	20,277	479 19	7,417	335 21
" Free	30					
Meals (all kinds)	22,658	4,531 60	353	24 24	284	9 66
Manilla	33	4 95	115	20 59		
" Free	15					
Oats	73,369	7,336 90	6,514	376 85	1,938	64 81
" Free			66,941			
Pease	25	2 50	573	52 27	6	0 22
Potatoes			265	14 91	55	1 91
Rye	2,270	227 00	463	46 30		
" Free			2,266			
Seeds—Flax, clover and grass	50,831	5,086 80	7,469	350 86	34	1 16
" " " Free			49,179			
Tobacco (raw)			23	3 45		
Wheat	488,565	48,552 31	51,442	4,224 87	9	0 32
" Free			450,446			
Total	946,704	98,970 11	816,785	9,257 11	11,714	497 17
Manufactures.						
Ashes (pot and pearl)						
Agricultural implements	3,890	583 50	234	23 04	95	3 21
Barrel (empty)	1	0 20	1,124	64 53	67	2 34
Bricks	600	90 00	14,840	754 25	1,522	133 83
" Free	556					
Cement and water lime	1,899	287 75	6,892	615 24	631	56 49
" " Free	13					
Crockery and earthenware	140	21 00	788	147 20	69	6 37
" " " Free	456					
Furniture	3	0 45	3,186	541 83	66	2 30
" Free	35					
Glass of all kinds	283	42 65	5,286	1,029 97	4	0 14
" " Free	3,534		4			
Iron, railway	961	144 15	11,933	1,675 40	793	76 61
" Free	4,119					
Iron, pig	4,716	940 55	12,091	1,806 41		
" Free	7,655					
Iron, all other	6,802	1,033 30	39,307	3,195 05	429	26 80
" Free	6,987		124			
Molasses	11	1 65	934	116 33	66	2 29
" Free	50					
Nails	1,886	283 05	7,167	1,381 33	40	1 44
" Free	3,331					
Oil	33,272	6,646 45	1,609	291 11	143	6 32
" Free	155		22,111			
Oil cake	114	22 80	1	0 06	5	18
Paint	134	20 70	1,649	313 31	72	2 57
" Free	295					
Pitch and tar	217	39 10	1,344	86 51	1,152	168 05
" Free			101			

SESSIONAL PAPER No. 20a

APPENDIX A—*Continued.*

Canals and the amount of Tolls collected, &c.—*Continued.*

Murray Canal.		Ottawa Canal.		Rideau Canal.		St. Peter's Canal.		Trent Valley Canals.		Sault Ste. Marie Canal.
Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.
	$ cts.		$ cts.		$ cts.		$ cts.		$ cts.	
1,504	28 44	287	17 49	55	1 47	885	8 85			265
947	17 53	600	34 17	5	0 13	183	1 83	10	0 10	375
840	12 69					4	0 04	10	0 10	126,493
		3	0 18							
20	0 37									
		5	0 22	729	17 40	23	0 23	23	0 23	2,604
										923
75	1 40	57	5 11	426	10 99	1,384	13 84	17	0 12	345,457
70	0 62	1,731	161 47	1,847	47 95	917	9 17	16		1,639
5	0 10	165	9 56	110	2 69	595	5 95	11	0 13	25,431
		3	0 57	14	1 40	18	0 18			
		1,429	131 24	1,185	48 00	3,156	31 56	23		189,307
60	1 13			1	0 03			157	1 57	
		702	41 16	10	0 25	5,028	50 28	348	2 72	127
				13	0 31					8,626
		5	0 49	3	0 09					148,158
				3	0 09					
				957	22 34			221	2 21	1,481,999
3,521	62 28	4,987	401 66	5,358	153 14	12,193	121 93	836	7 18	2,331,404
										90
46	1 16	28	5 14	262	25 73	3	0 03	5	0 01	3,945
60	1 50	123	20 65	101	6 74	24	0 24			120
				838	19 72	384	3 84	189	1 78	2,024
		1,809	175 39	1,436	51 88	1,285	12 85	600	0 60	63,782
190	4 78			41	3 69	18	0 18			101
636	15 84	105	15 76	94	8 92	12	0 12	23	0 13	5
553	13 91	40	7 60	249	23 11	9	0 09			1,028
20	0 38			20	0 47			3		90,515
				31	0 73	4	0 04	3		22,602
1,617	30 76	108	7 87	1,578	39 32	72	0 72	56		14,128
21	0 53			212	18 44	457	4 57			30
782	19 52	1	0 10	530	58 49	37	0 37			6,623
441	11 01			601	54 56	319	3 19	2		1,250
170	4 19			106	10 43	8	0 08			1,908
15	0 38	99	18 81	59	5 15	14	0 14			39

SUPPLEMENTARY

No. (A) 15.—Summary Statement of Traffic on the undermentioned

Articles.	Welland Canal.		St. Lawrence Canals.		Chambly Canal.	
	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
Manufacturers—Con.		$ cts.		$ cts.		$ cts
Rosin			1,215	64 75	1,872	194 08
" Free.	25					
Soda ash	47	7 80	682	128 95		
" Free.	37		15			
Spirits, whiskey, &c	2,472	460 05	3,820	716 56	85	2 93
" " Free.	1,040		1,224			
Steel	1,728	259 20	6,624	867 05	10	34
" Free.	2,561					
Sugar	26,204	3,993 35	25,813	5,031 56	170	5 91
" Free.	6,046					
Tin	132	19 80	2,331	434 28		
" Free.	1,173					
White lead	64	9 80	685	132 06		
" Free.	283					
Turpentine			35	3 80	287	28 70
" Free.	1					
Whiting	81	12 15	719	137 69		
" Free.	18					
Woodenware	8	3 20	380	46 90		
Total	124,035	14,922 65	174,268	19,605 17	7,578	720 90
Merchandise.						
Brimstone, crude			2,301	211 10		
Clay, lime and sand	239	35 85	80,535	3,236 16	18,017	1,787 47
" " Free.	100					
Coal	267,212	53,442 40	359,876	51,627 12	80,736	7,903 82
" Free.			228,159			
Dye woods and dye stuffs			34	5 90	12	1 20
" " " Free.	2					
Fish	20	3 00	269	22 61	1	0 04
" Free.	39					
Gypsum						
Ores, all kinds	25,040	1,252 00	150	1 88	18,077	903 85
Marble	2	0 30	6	0 60		
Rags			289	51 30	5	0 17
" Free.	50					
Salt	246	49 20	4,540	437 84	255	10 25
" Free.			143			
Stone (all kinds)	938	46 88	1,915	77 50	892	52 18
" " Free.	5					
All other goods and merchandise (not enumerated)	62,305	9,638 93	60,893	9,962 64	5,650	365 88
" " Free.	16,498		2,294			
Total	372,696	64,468 56	741,404	65,634 65	123,645	11,024 86
Grand totals (passengers and tonnage of vessels not included)	1,614,132	189,516 39	2,100,466	149,123 69	625,282	35.824 54

Department of Railways and Canals,
Ottawa, April 5, 1907.

SESSIONAL PAPER No. 20a

APPENDIX A—*Continued.*

Canals and the amount of Tolls collected, &c.—*Continued.*

Murray Canal.		Ottawa Canal.		Rideau Canal.		St. Peter's Canal.		Trent Valley Canals.		Sault Ste. Marie Canal.
Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.
	$ cts.		$ cts.		$ cts.		$ cts.		$ cts.	
				14	1 24					
				2	0 18					
599	15 09	9	1 44	655	59 57	24	7 24			754
50	1 01			32	1 34			25		11,710
755	18 82			613	67 29	385	3 85			2,648
25	0 61	11	2 09			58	0 58			601
93	2 33			106	9 88					
										50
				38	2 83	75	0 75	2		3
6,073	141 82	2,333	254 85	7,618	469 71	3,188	31 88	909	2 52	223,956
		52,930	2939 58	19,165	450 36	425	4 25	112		2,751
30,024	555 98	50	2 50	9,993	343 71	36,629	366 29	177	0 15	2,533,827
47	1 18									
				7	0 17	1,794	17 94			575
				384	7 02	175	1 75			10,085,463
						2,398	23 98			
23	0 57	195	35 78	108	9 45					
533	10 13			2,431	62 26	739	7 39	1		10,147
				115	2 96	5,322	53 22	3,108	3 10	23,674
7,991	200 55	2,840	391 75	5,604	526 59	848	8 48	1,049	9 03	276,664
38,618	768 41	56,015	3,369 61	37,807	402 52	48,330	483 30	4,447	12 28	12,933,101
52,402	1,640 62	337,850	25,329 44	82,369	6,472 37	73,167	2,562 30	69,806	1,427 93	15,588,165

RICHARD DEVLIN,
Compiler of Canal Statistics.

No. 16.—STATEMENT showing the Amount of Tolls heretofore collected, now free, accrued each month during the Season of Navigation ended December 31, 1907.

Canal and Offices.	January.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
WELLAND CANAL.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Colborne		6,432 77	23,381 31	22,799 37	22,867 69	23,799 53	21,880 63	24,616 56	14,651 08	2,811 50	163,240 44
Dalhousie		3,084 93	5,623 81	6,170 98	7,074 92	9,175 35	6,560 47	8,465 13	6,709 60	325 15	53,190 34
Total Welland Canal		9,517 70	29,005 12	28,970 35	29,942 61	32,974 88	28,441 10	33,081 69	21,360 68	3,136 65	216,430 78
ST. LAWRENCE CANALS.											
Soulanges			184 67	85 35	367 02	283 88	82 47	25 49	20 36		1,049 24
Cardinal		2 16	207 38	299 84	421 42	340 03	258 61	290 65	208 49	85 06	2,113 64
Cornwall		63 43	6,924 39	7,619 79	7,745 08	8,192 09	7,578 62	8,814 54	9,725 26	331 98	56,995 18
Kingston		172 93	1,961 31	1,966 64	2,551 85	1,384 92	1,950 09	1,707 97	1,537 54		13,233 25
Lachine			233 87	352 61	715 82	684 53	594 07	553 78	350 96		3,485 64
Montreal			7,395 74	10,877 13	11,845 82	12,938 89	11,303 34	10,314 78	7,421 30	149 74	72,246 74
Total St. Lawrence Canals		238 52	16,907 36	21,201 36	23,647 01	23,824 34	21,767 20	21,707 21	19,263 91	566 78	149,123 69
CHAMBLY CANAL.											
Chambly			1,315 00	2,240 23	3,822 70	3,770 16	3,453 37	3,890 94	2,085 28		20,577 68
St. John's			3,015 93	2,665 11	2,220 50	2,001 37	1,722 09	2,058 66	649 33	79 28	14,412 27
St. Ours		5 47	91 93	102 47	116 64	109 41	113 42	190 67	104 58		834 59
Total Chambly Canal		5 47	4,422 86	5,007 81	6,159 84	5,880 94	5,288 88	6,140 27	2,839 19	79 28	35,824 54
OTTAWA CANALS.											
Ottawa			2,502 09	2,264 73	1,944 82	2,395 30	1,470 90	1,641 13	1,217 13		13,436 10
Carillon			0 66	10 92	35 34	8 15	31 88	25 98	18 56		131 49
Grenville			788 65	574 90	1,028 41	1,095 75	1,466 13	1,641 14	795 71		7,390 69
St. Anne's			360 86	673 99	717 86	747 06	768 85	775 29	327 25		4,371 16
Total Ottawa Canals			3,652 26	3,524 54	3,726 43	4,246 26	3,737 76	4,083 54	2,358 65		25,329 44
RIDEAU CANAL.											
Kingston Mills			172 98	187 90	235 60	286 35	276 89	158 68	55 56		1,373 96
Ottawa			459 33	513 08	619 41	598 96	495 16	527 78	342 59		3,556 31
Smith's Falls			145 66	221 11	388 62	417 11	152 80	121 30	95 50		1,542 10
Total Rideau Canal			777 97	922 09	1,243 63	1,302 42	924 85	807 76	493 65		6,472 37

ST. PETER'S CANAL.											
St. Peter's	21 77	.....	256 83	286 69	319 57	340 68	376 60	376 57	348 05	235 54	2,562 30
TRENT VALLEY CANALS.											
Bobcaygeon	.....	.....	20 27	50 66	90 84	63 21	60 80	45 07	12 48	.....	343 4
Burleigh	.....	.....	4 33	22 43	34 50	49 55	24 92	19 95	4 75	.....	160 43
Peterborough	.....	7 30	42 20	81 55	160 45	147 05	50 00	42 40	16 45	.....	547 40
Buckhorn	.....	.....	1 25	18 22	26 44	48 04	48 74	30 44	16 92	.....	190 05
Hastings	.....	.....	1 00	5 50	6 00	7 25	1 50	2 00	1 89	.....	25 14
Fenelon Falls	.....	.....	12 50	18 35	29 00	31 85	25 30	28 75	15 75	.....	161 50
Total Trent Valley Canals	.....	7 30	81 55	196 71	347 23	346 95	211 34	168 61	68 24	.....	1,427 93
MURRAY CANAL.											
Brighton	.....	3 23	187 97	194 43	349 14	381 28	216 39	234 62	73 56	.....	1,640 62
Grand total	21 77	.....	.....	.....	.....	.....	.....	.....	.....	.....	438,811 67

No. (A) 17.—Summary Statement showing the Number, Tonnage and Nationality of 1907, and the amount of

Vessels.	Total Number.	From Canadian to Canadian Ports.		From Canadian to United States Ports.	
		Up.	Down.	Up.	Down.
Welland Canal.					
Canadian vessels, steam	812	216,138	231,537	72,811	.....
" sail	315	47,298	48,440	29,958	198
Total Canadian	1,127	263,436	279,977	102,769	198
United States vessels, steam	704	53	1,586	110,881	4,699
" sail	151	.....	.....	15,796	6,154
Total United States	855	53	1,586	126,677	10,853
Grand total, Welland Canal	1,982	263,489	281,563	229,446	11,051
St. Lawrence Canals.					
Canadian vessels, steam	4,009	524,549	445,565	46,369	148
" sail	4,725	654,097	567,696	26,196	.....
Total Canadian	8,734	1,178,646	1,013,261	72,565	148
United States vessels, steam	920	32,494	8,502	106,965	17
" sail	432	1,907	13,039	49,341	602
Total United States	1,352	34,401	21,541	156,306	619
Grand total, St. Lawrence Canals	10,086	1,213,047	1,034,802	228,871	767
Chambly Canal.					
Canadian vessels, steam	303	37,634	36,159	.....	.....
" sail	300	5,676	5,667	4,409	.....
Total Canadian	603	43,310	41,826	4,409	.....
United States, vessels, steam	7	.....	.....	15	.....
" sail	3,569	.....	1,687	166,005	.....
Total United States	3,576	.....	1,687	166,020	.....
Grand total, Chambly Canal	4,179	43,310	43,513	170,429	.....
Ottawa Canals.					
Canadian vessels, steam	887	38,714	94,812	.....	.....
" sail	914	4,241	104,644	.....	4,379
Total. Canadian	1,801	42,955	199,456	.....	4,379
United States vessels, steam	.....	.....	.....	.....	.....
" sail	233	614	154	.....	17,473
Total United States	233	614	154	.....	17,473
Grand total, Ottawa Canals	2,034	43,569	199,610	.....	21,852
Rideau Canal.					
Canadian vessels, steam	5,187	75,505	74,312	2,309	.....
" sail	1,026	12,699	14,358	1,124	.....
Total Canadian	6,213	88,204	88,670	3,433	.....
United States vessels, steam	78	9	27	181	.....
" sail	65	867	1,576	.....	585
Total United States	143	876	1,603	181	585
Grand total, Rideau Canal	6,356	89,080	90,273	3,614	585

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Vessels passed through all the Canals during the Season of Navigation ended December
Tolls heretofore collected, now free.

From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls.
Up.	Down.	Up.	Down.	Up.	Down.		
							$ cts.
1,553	.....	3,717	67,872	294,219	299,409	593,628	10,059 28
.....	.....	.....	34,191	77,256	82,829	160,085	3,580 29
1,553	.....	3,717	102,063	371,475	382,238	753,713	13,639 57
250,519	186,707	6,793	205,014	368,246	398,006	766,252	11,634 07
6,053	4,324	4,704	26,717	26,553	37,195	63,748	1,433 86
256,572	191,031	11,497	231,731	394,799	435,201	830,000	13,067 93
258,125	191,031	15,214	333,793	766,274	817,439	1,583,713	26,707 50
.....	1,392	.....	66,712	570,918	513,817	1,084,735	8,590 36
.....	37	.....	29,918	680,293	597,651	1,277,944	13,462 10
.....	1,429	.....	96,630	1,251,211	1,111,468	2,362,679	22,052 46
10,291	9,490	169	136,373	149,919	154,382	304,301	2,581 29
285	285	16,021	47,667	67,554	61,593	129,147	1,770 98
10,576	9,775	16,190	184,040	217,473	215,975	433,448	4,352 27
10,576	11,204	16,190	280,670	1,468,684	1,327,443	2,796,127	26,404 73
.....	.....	.....	.....	37,634	36,159	73,793	215 02
.....	.....	.....	9,093	10,085	14,760	24,845	284 09
.....	.....	.....	9,093	47,719	50,919	98,638	499 11
.....	.....	.....	202	15	202	217	6 18
.....	.....	.....	184,718	166,005	186,405	352,410	4,751 83
.....	.....	.....	184,920	166,020	186,607	352,627	4,758 01
.....	.....	.....	194,013	213,739	237,526	451,265	5,257 12
.....	.....	.....	.....	38,714	94,812	133,526	1,007 39
.....	.....	.....	.....	4,241	109,023	113,264	1,342 59
.....	.....	.....	.....	42,955	203,835	246,790	2,349 98
.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	4,214	.....	4,828	17,627	22,455	507 57
.....	.....	4,214	.....	4,828	17,627	22,455	507 57
.....	.....	4,214	.....	47,783	221,462	269,245	2,857 55
.....	.....	.....	2,179	77,814	76,491	154,305	2,007 21
.....	.....	.....	1,569	13,823	15,927	29,750	460 05
.....	.....	.....	3,748	91,637	92,418	184,055	2,467 26
.....	.....	.....	359	190	386	576	19 74
.....	.....	.....	337	867	2,498	3,365	58 78
.....	.....	.....	696	1,057	2,884	3,941	78 52
.....	.....	.....	4,444	92,694	95,302	187,996	2,545 78

No. (A) 17.—Summary Statement showing the Number, Tonnage and Nationality of 1907, and the amount of

Vessels.	Total Number.	From Canadian to Canadian Ports.		From Canadian to United States Ports.	
		Up.	Down.	Up.	Down.
St. Peter's Canal.					
Canadian vessels, steam	202	12,746	11,742	.....	.....
" sail	1,133	32,184	34,444	.....	.....
Total Canadian	1,335	44,930	46,186	.....	.....
United States vessels, steam	.....	.....	.....	.....	.....
" sail	2	.....	355	.....	.....
Total United States	2	.....	355	.....	.....
Grand total, St. Peter's Canal	1,337	44,930	46,541	.....	.....
Trent Valley Canals.					
Canadian vessels, steam	4,681	104,588	98,616	.....	.....
" sail	104	2,047	2,085	.....	.....
Total Canadian	4,785	106,635	100,701	.....	.....
United States vessels, steam	.....	.....	.....	.....	.....
" sail	.....	.....	.....	.....	.....
Total United States	.....	.....	.....	.....	.....
Grand total, Trent Valley Canals	4,785	106,635	100,701	.....	.....
Murray Canal.					
Canadian vessels, steam	926	71,370	66,385	36,965	.....
" sail	92	3,186	3,666	5,482	.....
Total Canadian	1,018	74,556	70,051	42,447	.....
United States vessels, steam	11	286	74	.....	.....
" sail	24	222	145	.....	.....
Total United States	35	508	219	.....	.....
Grand total, Murray Canal	1,053	75,064	70,270	42,447	.....
Sault Ste. Marie Canal.					
Canadian vessels, steam	2,889	673,765	783,205	103,656	122,861
" sail	328	45,511	37,984	8,543	1,660
Total Canadian	3,217	719,276	821,189	112,199	124,521
United States vessels, steam	3,016	19,171	42,844	19,060	39,096
" sail	116	1,726	2,029	2,352	3,422
	3,132	20,897	44,873	21,412	42,518
Grand total, Sault Ste. Marie Canal	6,349	740,173	866,062	133,611	167,039

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Vessels passed through all the Canals during the Season of Navigation ended December Tolls heretofore collected, now free—*Continued.*

From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls.
Up.	Down.	Up.	Down.	Up.	Down.		
							$ cts.
.....	.....	.....	.....	12,746	11,742	24,488	489 77
.....	.....	.....	.....	32,184	34,444	66,628	1,333 76
.....	.....	.....	.....	44,930	46,186	91,116	1,823 53
.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	355	355	7 10
.....	.....	.....	.....	.....	355	355	7 10
.....	.....	.....	.....	44,930	46,541	91,471	1,830 63
.....	.....	.....	.....	104,588	98,616	203,204	693 35
.....	.....	.....	.....	2,047	2,085	4,132	9 90
.....	.....	.....	.....	106,635	100,701	207,336	702 25
.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	106,635	100,701	207,336	702 25
.....	.....	.....	37,523	108,335	103,908	212,243	310 89
.....	.....	.....	5,319	8,668	8,985	17,653	43 75
.....	.....	.....	42,842	117,003	112,893	229,896	354 64
.....	.....	.....	.....	286	74	360	2 75
.....	.....	.....	.....	222	145	367	6 00
.....	.....	.....	.....	508	219	727	8 75
.....	.....	.....	42,842	117,511	113,112	230,623	363 39
7,600	5,017	227,017	125,021	1,012,038	1,036,104	2,048,142	.....
.....	885	7,438	4,525	61,492	45,054	106,546	.....
7,600	5,902	234,455	129,546	1,073,530	1,081,158	2,154,688	.....
4,344,418	5,091,426	168,893	21,809	4,551,542	5,195,175	9,746,717	.....
118,487	80,828	4,975	745	127,540	87,024	214,564	.....
4,462,905	5,172,254	173,868	22,554	4,679,082	5,282,199	9,961,281	.....
4,470,505	5,178,156	408,323	152,100	5,752,612	6,363,357	12,115,969	.....

No. (A) 17.—Summary Statement showing the Number

RECAPITU

Vessels.	Total Number.	From Canadian to Canadian Ports.		From Canadian to United States Ports.	
		Up.	Down.	Up.	Down.
Canadian Vessels.					
Steam and Sail.					
Welland	1,127	263,436	279,977	102,769	198
St. Lawrence	8,734	1,178,646	1,013,261	72,565	148
Chambly	603	43,310	41,826	4,409	.....
Ottawa	1,801	42,955	199,456	.....	4,379
Rideau	6,213	88,204	88,670	3,433	.....
St. Peter's	1,335	44,930	46,186	.....	.....
Trent Valley	4,785	106,635	100,701	.....	.....
Murray	1,018	74,556	70,051	42,447	.....
Sault Ste. Marie	3,217	719,276	821,189	112,199	124,521
Total Canadian	28,833	2,561,948	2,661,317	337,822	129,246
United States Vessels.					
Welland	855	53	1,586	126,677	10,853
St. Lawrence	1,352	34,401	21,541	156,306	619
Chambly	3,576	.....	1,687	166,020	.....
Ottawa	233	614	154	.....	17,473
Rideau	143	876	1,603	181	585
St. Peter's	2	.....	355	.....	.....
Trent Valley	.....	.....	.....	.....	.....
Murray	35	508	219	.....	.....
Sault Ste. Marie	3,132	20,897	44,873	21,412	42,518
Total United States	9,328	57,349	72,018	304,591	72,048
Grand total, Canadian and United States.	38,161	2,619,279	2,733,335	642,413	201,294

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Tonnage and Nationality of Vessels, &c.—*Concluded.*

ULATION.

From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls.
Up.	Down.	Up.	Down.	Up.	Down.		
							$ cts.
1,553	.....	3,717	102,063	371,475	382,238	753,713	13,639 57
.....	1,429	.....	96,630	1,251,211	1,111,468	2,362,679	22,052 46
.....	.....	.....	9,093	47,719	50,919	98,638	499 11
.....	.....	.....	.....	42,955	203,835	246,790	2,349 98
.....	.....	.....	3,748	91,637	92,418	184,055	2,467 26
.....	.....	.....	.....	44,930	46,186	91,116	1,823 53
.....	.....	.....	.....	106,635	100,701	207,336	702 25
.....	.....	.....	42,842	117,003	112,893	229,896	354 64
7,600	5,902	234,455	129,546	1,073,530	1,081,158	2,154,688	.....
9,153	7,331	238,172	383,922	3,147,095	3,181,816	6,328,911	43,888 80
256,572	191,031	11,497	231,731	394,799	435,201	830,000	13,067 93
10,576	9,775	16,190	184,040	217,473	215,975	433,448	4,352 27
.....	.....	.....	184,920	166,020	186,607	352,627	4,758 01
.....	.....	4,214	.....	4,828	17,627	22,455	507 57
.....	.....	.....	696	1,057	2,884	3,941	78 52
.....	.....	.....	.....	.....	355	355	7 10
.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	508	219	727	8 75
4,462,905	5,172,254	173,868	22,554	4,679,082	5,282,199	9,961,281	.....
4,730,053	5,373,060	205,769	623,941	5,463,767	6,141,067	11,604,834	22,780 15
4,739,206	5,380,391	443,941	1,017,863	8,610,862	9,322,883	17,933,745	66,668 95

APPENDIX A—*Continued.*

No. (A) 18.—Comparative Statement of Grand Total Freight passed through the undermentioned Canals during the Seasons of Navigation 1906 and 1907 and the Amount of Tolls heretofore collected, now free, on the same, including Tolls on Vessels and Passengers.

Canals.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
1906.												$ ets.
Welland	77,635	374,640	53,867	36,109	84,205	237,226	7,161	331,124	222,868	979,099	1,201,967	163,031 93
St. Lawrence	445,483	706,840	142,326		131	735	14,461	326,141	602,401	1,033,716	1,636,117	124,832 54
Chambly	6,681	11,345	372,571					108,342	379,252	119,687	498,939	30,189 18
Ottawa	240,158	154,907						2,350	240,158	157,257	397,415	30,729 20
Rideau	30,965	33,785	2,667	4,936				9,806	33,632	48,527	82,159	6,824 91
St. Peter's	26,671	49,656							26,671	49,656	76,327	2,658 70
Trent Valley	18,331	10,164							18,331	10,164	28,495	1,123 57
Murray	11,814	9,555	3,008					3,350	14,822	12,905	27,727	1,283 02
Soult Ste. Marie	381,191	1,004,963	52,655	193,874	907,172	3,357,295	460,617	216,272	1,801,635	4,772,404	6,574,039	No Tolls.
Grand total	1,238,929	2,355,855	627,094	234,919	991.508	3,595,256	482,239	997,385	3,339,770	7,183,415	10,523,185	360,673 05
1907.												
Welland	91,495	452,519	110,556	26,773	177,660	219,083	10,453	525,593	390,164	1,223,968	1,614,132	216,430 78
St. Lawrence	501,346	885,006	264,292	124	232	2,515	18,242	428,709	784,112	1,316,354	2,100,466	149,123 69
Chambly	4,817	10,227	483,423					126,815	488,240	137,042	625,282	35,824 54
Ottawa	324	284,428				53,098			324	337,526	337,850	25,329 44
Rideau	34,161	32,634	4,735	1,644				9,195	38,896	43,473	82,369	6,472 37
St. Peter's	25,756	47,411							25,756	47,411	73,167	2,562 30
Trent Valley	13,625	56,181							13,625	56,181	69,806	1,427 93
Murray	11,960	13,560	390					26,492	12,350	40,052	52,402	1,640 62
Sault Ste. Marie	351,249	1,380,192	28,296	197,597	1,814,067	10,786,182	790,674	239,908	2,984,286	12,603,879	15,588,165	No Tolls.
Grand total	1,034,733	3,162,158	891,692	226,138	1,991,959	11,060,878	819,369	1,356,712	4,737,753	15,805,886	20,543,639	438,811 67

Department of Railways and Canals,
Ottawa, May 8, 1908.

RICHARD DEVLIN,
Compiler of Canal Statistics.

APPENDIX A—*Continued.*

No. 19.—Comparative Statement of the Traffic of all the Canals for the Years ending December 31, 1906 and 1907.

Articles.	1906.	1907.	Increase.	Decrease.
Class No. 1.	Tons.	Tons.	Tons.	Tons.
Canadian Vessels, steam	3,967,984	4,528,064	560,080	
United States Vessels, steam	4,954,731	10,822,555	5,867,804	
Canadian Vessels, sail	1,589,246	1,796,715	207,469	
United States Vessels, sail	735,227	786,411	51,184	
Total, class No. 1	11,247,208	17,933,745	6,686,537	
Class No. 2.	No.	No.	No.	No.
Passengers	256,500	279,199	22,699	
Class No. 3.	Tons.	Tons.	Tons.	Tons.
Bricks	17,713	20,953	3,240	
Brimstone	2,187	2,301	114	
Cement and water lime	45,707	78,347	32,640	
Clay, lime and sand	140,185	174,274	34,089	
Fish	2,692	2,705	13	
Gypsum	9			9
Iron (railway)	135,349	108,364		26,985
" (pig)	22,160	47,102	24,942	
" (all other)	77,765	71,208		6,557
Steel	4,743	22,740	17,997	
Salt	24,217	19,035		5,182
Stone, for cutting	759	7,421	6,662	
Apples	8,048	8,258	210	
Barley	145,146	154,986	9,840	
Buckwheat	765	53		712
Corn	299,681	410,671	110,990	
Cotton (raw)	20	130	110	
Flax and hemp	25	965	940	
Flour	307,111	378,644	71,533	
Hay (pressed)	26,811	25,121		1,690
Meals (all kinds)	27,532	49,612	22,080	
Oil cake	95	2,028	1,933	
Oats	246,450	343,984	97,534	
Pease	2,126	822		1,304
Potatoes	5,853	6,535	682	
Rye	7,143	13,638	6,495	
Flax seed	275,288	248,940		26,348
Seeds (all kinds)	1,455	6,739	5,284	
Tobacco (raw)	2	26	24	
Wheat	1,696,352	2,473,202	776,850	
All other agricultural products, vegetable	4,805	10,978	6,173	
Bones	107	209	102	
Cattle	932	552		380
Hogs	365	578	213	
Hides and skins, horns and hoofs	125	50		75
Horses	1,685	784		901
Lard and lard oil	10,548	503		10,045

No. 19.—Comparative Statement of the Traffic of all the Canals for the Years ending December 31, 1906 and 1907—*Continued.*

Articles.	1906.	1907.	Increase.	Decrease.
Class No. 3—Concluded.	Tons.	Tons.	Tons.	Tons.
Meats, other than pork	447	701	254	
Pork	834	1,185	351	
Sheep	541	332		209
Tallow	81	34		47
Wool	3,309	1,635		1,674
All other agricultural products, animal	11,057	11,753	696	
Total, class No. 3	3,558,225	4,708,098	1,231,991	82,118
Class No. 4.				
Ashes, pot and pearl	96	90		6
Agricultural implements	4,050	8,508	4,458	
Crockery and earthenware	2,505	1,804		701
Dye woods and dye stuffs	76	95	19	
Furniture	4,823	4,165		658
Glass (all kinds)	11,126	10,990		136
Marble	2,610	2,406		204
Manilla	1,968	198		1,770
Molasses	1,943	1,781		162
Nails	24,847	20,397		4,450
Oil (in barrels)	47,842	59,903	12,061	
Paint	2,986	2,473		513
Pitch and tar	3,053	3,001		52
Rags	381	670	289	
Resin	2,815	3,126	311	
Soda ash	1,278	783		495
Sugar	43,954	62,634	18,680	
Stone (wrought)	508	399		109
Tin	7,168	4,331		2,837
Turpentine	564	323		241
White lead	2,350	1,231		1,119
Whiting	1,351	868		483
Whisky and all other spirits	11,067	10,682		385
Merchandise (not enumerated)	466,809	442,635		24,174
Total, class No. 4	646,170	643,493	35,818	38,495
Class No. 5.				
Bark	13	314	301	
Barrels, empty	1,090	1,620	530	
Boat knees				
Floats	29,043	39,550	10,507	
Firewood (in vessels)	96,026	59,999		36,027
" (in rafts)	1,740			1,740
Pulpwood	427,013	752,691	325,678	
Lumber sawn (in vessels)	647,689	533,051		114,638
" (in rafts)	4,564	243		4,321
Hoops	102	17		85
Railway ties (in vessels)	5,640	3,089		2,551
" (in rafts)	69	282	213	
Masts, spars and telegraph poles (in vessels)	29	47	18	
" " (in rafts)	14,730	4,583		10,147
Square timber (in vessels)	21,685	26,214	4,529	
" (in rafts)	7,298	10,910	3,612	
Woodenware and wood partly manufactured	237	506	269	
Shingles	16,652	19,087	2,435	
Split posts and fence rails (in vessels)	4	91	87	
" " (in rafts)				
Saw logs	90,929	35,628		55,301
Staves and headings (barrel)	95			95
" (pipe)		2	2	
" " (West India)				
" " (salt barrel)	3,000			3,000
Traverses				
Hop poles	50	2		48
Total, class No. 5	1,367,698	1,487,926	348,181	227,953

SESSIONAL PAPER No. 20a

No. 19.—Comparative Statement of the Traffic of all the Canals for the Years ending December 31, 1906 and 1907—*Concluded.*

Articles.	1906.	1907.	Increase.	Decrease.
Special Class.	Tons.	Tons.	Tons.	Tons.
Coal	1,954,671	3,546,683	1,592,012	.....
Kryolite or chemical ore	2,017	4,889	2,872	.....
Iron ore	2,970,637	10,105,016	7,134,379	.....
Copper ore	8,976	19,384	10,408	.....
Stone (unwrought, not suitable for cutting	12,711	28,149	15,438	.....
Ice	2,080	1	.....	2,079
Total, special class	4,951,092	13,704,122	8,755,109	2,079
Grand totals (passengers and tonnage of vessels not included)	10,523,185	20,543,639	10,371,099	350,645
Freight, grand total increase	.....	.....	10,020,454	.....

Department of Railways and Canals,
Ottawa, May 8, 1908.

RICHARD DEVLIN,
Compiler of Canal Statistics.

APPENDIX A—*Continued.*

No. (A) 20—STATEMENT of the Number and Tonnage of all kinds of Vessels passed through the Canals, during the Season of Navigation in 1907.

WELLAND CANAL.

	CANADIAN.				UNITED STATES.			
	Steam Vessels.		Sailing Vessels.		Steam Vessels.		Sailing Vessels.	
Tonnage.	Number.	Total Tonnage.	Number	Total Tonnage.	Number.	Total Tonnage.	Number.	Total Tonnage.
8	12	96	26	208	8	64	4	32
10	3	30	2	20	3	30	2	20
15	1	15	1	15	2	30	.....	.....
20	1	20	.....	.....	1	20	.....	.....
25	2	50	.....	.....	2	50	.....	.....
30	8	240	.....	.....	.....	.....	4	120
35	1	35	.....	.....	2	70	.....	.....
40	.....	.....	1	40	1	40	4	160
45	1	45	.....	.....	2	90	.....	.....
50	.....	.....	4	200	1	50	1	50
55	1	55	.....	.....	.....	.....	1	55
60	.....	.....	2	120	.....	.....	1	60
65	1	65	.....	.....	.....	.....	.....	.....
70	.....	.....	1	70	1	70	.....	.....
75	.....	.....	1	75	2	150	.....	.....
80	2	160	2	160	2	160	.....	.....
85	1	85	.....	.....	3	255	.....	.....
90	1	90	.....	.....	2	180	.....	.....
95	1	95	.....	.....	1	95	.....	.....
100	2	200	4	400	.....	.....	.....	.....
105	1	105	.....	.....	.....	.....	.....	.....
110	.....	.....	1	110	.....	.....	.....	.....
115	.....	.....	1	115	.....	.....	.....	.....
130	.....	.....	.....	.....	.....	.....	1	130
135	1	135	.....	.....	.....	.....	.....	.....
150	1	150	.....	.....	1	150	.....	.....
155	1	155	.....	.....	1	155	.....	.....
160	.....	.....	.....	.....	1	160	.....	.....
165	1	165	1	165	.....	.....	.....	.....
185	.....	.....	1	185	.....	.....	.....	.....
205	.....	.....	1	205	.....	.....	.....	.....
215	.....	.....	.....	.....	.....	.....	1	215
245	1	245	.....	.....	.....	.....	.....	.....
250	1	250	.....	.....	.....	.....	.....	.....
255	.....	.....	1	255	.....	.....	.....	.....
260	1	260	1	260	1	260	2	320
265	.....	.....	.....	.....	1	265	.....	.....
280	.....	.....	.....	.....	1	280	.....	.....
285	.....	.....	.....	.....	1	285	.....	.....
290	1	290	.....	.....	.....	.....	.....	.....
295	1	295	1	295	1	295	.....	.....
300	.....	.....	.....	.....	1	300	.....	.....
305	1	305	.....	.....	.....	.....	.....	.....
310	.....	.....	1	310	.....	.....	.....	.....
315	1	315	.....	.....	.....	.....	.....	.....
320	1	320	.....	.....	.....	.....	.....	.....
330	1	330	.....	.....	.....	.....	.....	.....
340	1	340	1	340	.....	.....	.....	.....
359	1	359	.....	.....	.....	.....	.....	.....
360	.....	.....	1	360	1	360	.....	.....
375	1	375	.....	.....	.....	.....	.....	.....
379	1	379	.....	.....	.....	.....	.....	.....
399	.....	.....	.....	.....	1	399	.....	.....
401	1	401	.....	.....	.....	.....	.....	.....
412	1	412	.....	.....	.....	.....	.....	.....
444	.....	.....	.....	.....	1	444	.....	.....
451	.....	.....	.....	.....	1	451	.....	.....
456	.....	.....	.....	.....	1	456	.....	.....
461	1	461	.....	.....	.....	.....	.....	.....
472	.....	.....	.....	.....	.....	.....	1	472
480	.....	.....	.....	.....	1	480	.....	.....
481	1	481	.....	.....	1	481	.....	.....
482	.....	.....	.....	.....	1	482	.....	.....

SESSIONAL PAPER No. 20a

No. (A) 20.—STATEMENT of the Number and Tonnage of all kinds of Vessels, &c.—*Continued.*

WELLAND CANAL.—*Continued.*

CANADIAN.					UNITED STATES.			
Steam Vessels.			Sailing Vessels.		Steam Vessels.		Sailing Vessels.	
Tonnage.	Number.	Total Tonnage.	Number	Total Tonnage.	Number.	Total Tonnage.	Number.	Total Tonnage.
483	1	483						
492			1	492			1	492
494					1	494		
496			1	496			1	496
503					1	503		
505					1	505		
511					1	511	2	1,022
516	1	516						
530	1	530						
531							1	531
543					1	543	1	543
546					1	546		
556	1	556						
557					1	557		
573	1	573						
588							1	588
590	1	590					1	590
598	1	598					1	598
616							1	616
630	1	630						
650					2	1,300		
658	1	658	1	681				
683							1	683
694					1	694		
701					1	701		
719	1	719						
740	1	740	1	740				
771	1	771						
773	1	773			1	773		
780	1	780			1	780		
781	1	781						
791	1	791						
794	1	794						
795						795		
802	1	802					1	802
838	1	838						
856					1	856		
864	1	864			1	864		
868	1	868						
874					1	874		
882					1	882		
885	1	885	1	885				
904	1	904			1	904		
908	1	908	1	908	1	908		
919	1	919			2	1,838		
929					1	929		
940					2	1,880		
944					2	1,888		
955			1	955	1	955		
962					1	962		
966					1	966		
970	1	970	1	970				
973	1	973						
977	1	977						
982	2	1,964						
987	2	1,974			1	987		
989	1	989	1	989	1	989		
992	1	992						
994					1	994		
996	1					996		
1,010	1				1	1,010		
1,013					1	1,013		
1,020	1				1	1,020		
1,035					2	2,070		
1,038	1	1,038						
1,054			1	1,054	1	1,054		
1,079					1	1,079		
1,100					1	1,100		
1,108	1	1,108						
1,111					1	1,111		
1,118	1	1,118						

No. (A) 20.—STATEMENT of the Number and Tonnage of all kinds of Vessels, &c.—*Concluded.*

WELLAND CANAL.—*Concluded.*

CANADIAN.					UNITED STATES.			
Steam Vessels.			Sailing Vessels.		Steam Vessels.		Sailing Vessels.	
Tonnage.	Number.	Total Tonnage.	Number	Total Tonnage.	Number.	Total Tonnage.	Number.	Total Tonnage.
1,142	2	2,284					1	1,129
1,172	2	2,344						
1,184	1	1,184						
1,187	1	1,187			1	1,187		
1,190	1	1,190						
1,197	2	2,394						
1,201	1	1,201						
1,222	1	1,222						
1,226			1	1,226				
1,246	1	1,246						
1,310							1	1,310
1,341	1	1,341						
1,349	1	1,349						
1,358	1	1,358						
1,388					1	1,388		
1,415					1	1,415		
1,418					1	1,418		
1,425					1	1,425		
1,431	1	1,431						
1,441					1	1,441		
1,444	1	1,444						
1,452	1	1,452						
1,453	1	1,453						
1,465	1	1,465						
1,547					1	1,547		
1,548					1	1,548		
1,553					2	1,553		
1,565					1	1,565		
1,668					1	1,668		
1,673					1	1,673		
1,758					1	1,758		
Total.....	90	59,528	67	11,904	106	63,471	38	11,034

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, June 15, 1907.

RICHARD DEVLIN,
Compiler of Canal Statistics.

SESSIONAL PAPER No. 20a

No. (A) 20—STATEMENT of the Number and Tonnage of all kinds of Vessels passed through the Canals during the Season of Navigation in 1907.

ST. LAWRENCE CANALS.

CANADIAN.					UNITED STATES.			
Steam Vessels.			Sailing Vessels.		Steam Vessels.		Sailing Vessels.	
Tonnage.	Number.	Total Tonnage.	Number	Total Tonnage.	Number.	Total Tonnage.	Number.	Total Tonnage.
8	71	568	5	40	14	112	.....	.....
10	13	130	1	10	3	30	.....	.....
15	10	150	1	15	1	15	.....	.....
20	6	120	4	80	3	60	.....	.....
25	5	125	1	25	1	25	.....	.....
30	9	120	2	60	.....	.....	.....	.....
35	5	175	2	70	4	140	.....	.....
40	3	120	7	280	1	40	.....	.....
45	6	270	3	135	4	180	.....	.....
50	3	150	3	150	.....	.....	.....	.....
55	2	110	7	385	2	110	.....	.....
60	5	300	7	420	.....	.....	1	60
65	2	130	3	195	1	65	.....	.....
70	4	280	2	140	.....	.....	.....	.....
75	2	150	8	600	.....	.....	.....	.....
80	2	160	7	560	.....	.....	.....	.....
85	4	350	9	765	1	85	10	850
90	1	90	7	630	.....	.....	12	1,080
95	1	95	12	1,140	.....	.....	50	4,750
100	6	600	14	1,400	.....	.....	16	1,600
105	2	210	17	1,785	.....	.....	6	630
110	1	110	7	770	.....	.....	4	440
115	2	230	12	1,380	.....	.....	.....	.....
120	1	120	4	480	.....	.....	1	120
125	1	125	8	1,000	1	125	.....	.....
130	1	130	15	1,950	.....	.....	.....	.....
135	.....	.....	4	540	.....	.....	.....	.....
140	1	140	10	1,400	.....	.....	.....	.....
145	.....	.....	15	2,175	1	145	.....	.....
150	2	300	16	2,400	.....	.....	.....	.....
155	4	620	14	2,170	.....	.....	1	155
160	1	160	5	800	.....	.....	.....	.....
165	.....	.....	6	690	.....	.....	.....	.....
170	.....	.....	5	850	.....	.....	.....	.....
175	2	350	3	525	.....	.....	.....	.....
180	.....	.....	1	180	.....	.....	.....	.....
185	.....	.....	2	370	.....	.....	.....	.....
190	1	190	4	760	.....	.....	.....	.....
195	.....	.....	1	195	.....	.....	.....	.....
200	.....	.....	2	400	1	200	1	200
205	.....	.....	3	615	.....	.....	.....	.....
210	.....	.....	1	210	.....	.....	.....	.....
225	.....	.....	2	450	.....	.....	.....	.....
235	1	235	1	235	.....	.....	.....	.....
250	.....	.....	1	250	.....	.....	.....	.....
255	.....	.....	3	765	.....	.....	.....	.....
260	1	260	.....	.....	.....	.....	.....	.....
265	.....	.....	1	265	.....	.....	.....	.....
270	.....	.....	.....	.....	.....	.....	1	270
275	.....	.....	1	275	.....	.....	.....	.....
280	.....	.....	.....	.....	.....	.....	1	280
285	.....	.....	.....	.....	.....	.....	1	285
290	.....	.....	2	580	.....	.....	.....	.....
295	.....	.....	2	590	.....	.....	1	295
300	1	300	4	1,200	.....	.....	.....	.....
305	.....	.....	1	305	.....	.....	.....	.....
310	1	310	3	930	.....	.....	1	310
315	1	315	2	630	1	315	.....	.....
320	.....	.....	5	1,600	.....	.....	.....	.....
330	.....	.....	3	990	.....	.....	.....	.....
335	1	335	7	2,345	.....	.....	1	335
340	.....	.....	2	680	.....	.....	1	340
355	.....	.....	.....	.....	1	355	.....	.....
360	.....	.....	2	720	2	720	.....	.....
365	.....	.....	3	1,095	.....	.....	.....	.....
370	.....	.....	1	370	.....	.....	.....	.....
375	1	375	.....	.....	.....	.....	.....	.....
380	.....	.....	1	380	.....	.....	.....	.....
385	.....	.....	2	770	.....	.....	.....	.....
395	.....	.....	1	395	.....	.....	.....	.....

No. (A) 20.—Statement of the Number and Tonnage of all kinds of Vessels, &c.—*Continued.*

St. Lawrence Canals—*Continued.*

Canadian.					United States.			
Steam Vessels.			Sailing Vessels.		Steam Vessels.		Sailing Vessels.	
Tonnage.	Number.	Total Tonnage.	Number	Total Tonnage.	Number.	Total Tonnage.	Number.	Total Tonnage.
410	1	410	3	1,230				
415			4	1,660				
430			1	430				
435			2	875			1	435
440			1	440			1	440
450			1	450				
460			1	460	1	460		
470	1	470	1	470				
475	2	950	1	475			1	475
480	1	480	2	960				
485			1	485				
490							1	490
495			1	495				
500	2	1,000						
505	1	505						
515	1	515	3	1,545	1	515	1	515
530	1	530					1	530
535			1	535				
540			2	1,080	1	540		
565			1	565				
575	1	575	1	575				
585			3	1,755				
590			1	590				
595	1	595	1	595			1	595
605			2	1,210				
640			1	640				
649	2	1,350						
675								
680	1	680	1	680				
700	2	1,400	2	1,400				
773					1	773		
775	1	775						
780	1	780						
792	1	792						
796					1	796		
805	1	805						
831	1	831						
838	1	838			1	838		
864	1	864						
868	1	868						
874					1	874		
881					1	881		
908			1	908				
911					1	911		
919					1	919		
929					1	929		
944					1	944		
955					1	955		
970			1	970	1	970		
977	1	977						
992	1	992			1	992		
993							1	993
996	1	996						
1,000					1	1,000		
1,008					1	1,008		
1,010					1	1,010		
1,020	1	1,020			1	1,020		
1,038	1	1,038						
1,100	1	1,100						
1,042	2	2,284						
1,147					1	1,147		
1,190	1	1,190						
1,197	1	1,197						
1,231	1	1,231						
1,246	1	1,246			2	2,492		
1,276	1	1,276						
1,312	1	1,312						
1,315					1	1,315		
1,341	1	1,341						
1,358					1	1,358		
1,418							1	1,418

SESSIONAL PAPER No. 20a

No. (A) 20.—STATEMENT of the Number and Tonnage of all kinds of Vessels, &c.—*Concluded.*

ST. LAWRENCE CANALS—*Concludad.*

CANADIAN.					UNITED STATES.			
Steam Vessels.			Sailing Vessels.		Steam Vessels.		Sailing Vessels.	
Tonnage.	Number.	Total Tonnage.	Number	Total Tonnage.	Number.	Total Tonnage.	Number.	Total Tonnage.
1,444	1	1,444	.....	.....	.....	.....	.....	.....
1,629	1	1,629	.....	.....	.....	.....	.....	.....
1,758	.....	.....	.....	.....	1	1,758	.....	.....
2,486	1	2,486	.....	.....	.....	.....	.....	.....
	229	47,780	351	66,788	68	27,771	118	17,891

RIDEAU AND OTTAWA AND CHAMBLY CANALS.

8	140	1,120	55	440	15	120	3	24
10	16	160	6	60	.....	.....	.....	.....
15	10	150	1	15	3	45	.....	.....
20	5	100	6	120	.....	.....	.....	.....
25	1	25	5	125	1	25	5	125
30	2	60	2	60	.....	.....	.....	.....
35	2	70	1	35	.....	.....	.....	.....
40	1	40	1	40	1	40	.....	.....
45	2	90	4	180	.....	.....	.....	.....
50	4	200	5	250	.....	.....	1	50
55	1	55	2	110	.....	.....	.....	.....
60	1	60	2	120	.....	.....	1	60
65	.....	.....	1	65	.....	.....	1	65
70	2	140	.....	.....	.....	.....	.....	.....
75	1	75	3	225	.....	.....	2	150
80	.....	.....	5	400	.....	.....	5	400
85	1	85	2	170	.....	.....	17	1,445
90	1	90	.....	.....	.....	.....	77	6,930
95	2	190	2	190	.....	.....	406	38,570
100	.....	.....	7	700	.....	.....	53	5,300
105	1	105	4	420	.....	.....	44	4,620
110	1	110	2	220	.....	.....	36	3,960
115	2	230	2	230	.....	.....	11	1,265
120	.....	.....	3	360	.....	.....	.....	.....
125	.....	.....	3	375	.....	.....	.....	.....
130	.....	.....	3	260	.....	.....	.....	.....
135	.....	.....	5	675	.....	.....	.....	.....
140	1	140	6	840	.....	.....	.....	.....
145	.....	.....	9	1,305	.....	.....	.....	.....
150	1	150	13	1,950	.....	.....	.....	.....
155	1	155	12	1,860	.....	.....	.....	.....
160	.....	.....	5	800	.....	.....	.....	.....
165	1	165	3	495	.....	.....	.....	.....
170	.....	.....	5	850	.....	.....	.....	.....
175	.....	.....	1	175	.....	.....	.....	.....
180	1	180	.....	.....	.....	.....	.....	.....
195	2	390	2	390	.....	.....	.....	.....
200	.....	.....	2	400	.....	.....	.....	.....
205	.....	.....	3	615	.....	.....	.....	.....
265	1	265	.....	.....	.....	.....	.....	.....
270	1	270	.....	.....	.....	.....	.....	.....
295	1	295	.....	.....	.....	.....	.....	.....
319	1	319	.....	.....	.....	.....	.....	.....
372	1	372	.....	.....	.....	.....	.....	.....
375	1	375	.....	.....	.....	.....	.....	.....
576	1	576	.....	.....	.....	.....	.....	.....
Total.....	211	7,067	192	15,530	20	230	662	62,964

DEPARTEENT OF RAILWAYS AND CANALS,
OTTAWA, June 15, 1907.

RICHARD DEVLIN,
Compiler of Canal Statistics.

APPENDIX

No. (A) 21.—STATEMENT showing the Classified Tonnage of all kinds of

WELLAND

CANADIAN.

Class.	Steam Vessels.	No.	Tonnage.	Class.	Sailing Vessels.	No.	Tonnage.
1	250 to 1,465 tons.....	46	57,292	1	250 to 1,226 tons.....	17	10,416
2	200 " 249 "	1	245	2	200 " 249 "	1	205
3	150 " 199 "	3	470	3	150 " 199 "	3	350
4	100 " 149 "	4	440	4	100 " 149 "	6	25
5	50 " 99 "	7	550	5	50 " 99 "	10	625
6	Under 50 "	29	531	6	Under 50 "	30	283
	Total.....	90	59,528		Total.....	67	11,904

ST. LAWRENCE

1	250 to 2,486 tons.....	49	40,667	1	250 to 1,246 tons.....	88	37,058
2	200 " 249 "	1	235	2	200 " 249 "	9	1,910
3	150 " 199 "	10	1,620	3	150 " 199 "	57	9,240
4	100 " 149 "	15	1,665	4	100 " 149 "	106	12,880
5	50 " 99 "	26	1,815	5	50 " 99 "	65	4,985
6	Under 50 "	128	1,778	6	Under 50 "	26	715
	Total.....	229	47,780			351	66,788

RIDEAU, OTTAWA

1	250 to 576 tons.....	8	2,732	1	250 to ——tons.....	...	.....
2	200 " 249 "	...	.....	2	200 " 249 "	5	1,015
3	150 " 199 "	6	1,040	3	150 " 199 "	41	6,523
4	100 " 149 "	5	585	4	100 " 149 "	43	5,385
5	50 " 99 "	13	895	5	50 " 99 "	22	1,530
6	Under 50 "	179	1,851	6	Under 50 "	81	1,075
	Total.....	211	7,067		Total.....	192	15,530

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, April , 1907.

A—*Concluded.*

Vessels passed through the Canals during the Season of Navigation in 1907.

CANAL.

UNITED STATES.

Class.	Steam Vessels.	No.	Tonnage.	Class.	Sailing Vessels.	No.	Tonnage.
1	250 to 1,758 tons	70	61,652	1	250 to 1,310 tons	18	10,192
2	200 " 249 "	....	....	2	200 " 249 "	1	215
3	150 " 199 "	3	465	3	150 " 199 "	....	....
4	100 " 149 "	....	....	4	100 " 149 "	1	130
5	50 " 99 "	12	960	5	50 " 99 "	4	165
6	Under 50 "	21	394	6	Under 50 "	14	332
	Total	106	63,471		Total	38	11,034

CANALS.

1	250 to 1,758 tons	30	26,439	1	250 to 993 tons	16	8,006
2	200 " 249 "	1	200	2	200 " 249 "	1	200
3	150 " 199 "	....	....	3	150 " 199 "	1	155
4	100 " 149 "	2	270	4	100 " 149 "	27	2,790
5	50 " 99 "	4	260	5	50 " 99 "	73	6,740
6	Under 50 "	31	602	6	Under 50 "	....	....
	Total	68	27,771		Total	118	17,891

AND CHAMBLY CANALS.

1	250 to —— tons	....	....	1	250 to —— tons	....	....
2	200 " 249 "	....	....	2	200 " 249 "	....	....
3	150 " 199 "	....	....	3	150 " 199 "	....	....
4	100 " 149 "	....	....	4	100 " 149 "	144	15,145
5	50 " 99 "	....	....	5	50 " 99 "	510	47,670
6	Under 50 "	20	230	6	Under 50 "	8	149
	Total	20	230		Total	662	62,964

RICHARD DEVLIN,
Compiler of Canal Statistics.

APPENDIX B.

DOMINION CANALS.

The canal systems of the Dominion, under government control in connection with lakes and navigable rivers, are as follows :—

First.—The through route between Montreal and the head of Lake Superior (14 feet minimum depth of water.)

	Miles.
1. Lachine canal	8½
Lake St. Louis and River St. Lawrence	16
2. Soulanges canal	14
Lake St. Francis and River St. Lawrence	33
3. Cornwall canal	11
River St. Lawrence	5
4. Farran's Point canal	1½
River St. Lawrence	10
5. Rapide Plat canal	3⅜
River St. Lawrence	4
6. Galops canal	7⅓
River St. Lawrence and Lake Ontario	236
7. Welland canal	26¾
Lake Erie, Detroit river, Lake St. Clair, Lake Huron, &c.	580
8. Sault Ste. Marie canal	1¼
Lake Superior to Port Arthur	266
Total	1,223 7/12
To Duluth	1,357
Chicago	1,286

Second.—Ottawa to Lake Champlain.

1. Grenville. 2. Carillon. 3. St. Anne's. 4. Chambly. 5. St. Ours canals.

Third.—Ottawa to Kingston and Perth.

1. Rideau canal.

Fourth.—Lake Ontario at Trenton to Lake Huron at mouth of River Severn.

1. Trent canal (not completed).

Fifth.—Ocean to the Bras d'Or lakes.

1. St. Peter's canal.

RIVER ST. LAWRENCE AND LAKES.

The River St. Lawrence with the system of canals established on its course above Montreal, and the Lakes Ontario, Erie, St. Clair, Huron and Superior, with connecting canals, afford a course of water communication extending from the Straits of Belle Isle to Port Arthur, at the head of Lake Superior, a distance of 2,200 statute miles. The distance to Duluth is 2,343 statute miles. The distance to Chicago, 2,272 miles.

From the Straits of Belle Isle, at the mouth of the St. Lawrence, to Montreal, the distance is 986 miles. From Quebec to Montreal, the distance is 160 miles. Owing to the shallowness of the waters on a portion of the river between these two places, particularly through Lake St. Peter, vessels drawing more than from ten to twelve feet were formerly barred from passage for the greater part of the season of navigation. In 1826, the question of deepening the channel was first definitely mooted, but it was not until 1844 that any dredging operations were begun. In that year, the deepening of a new straight channel was commenced, but the scheme was abandoned in 1847. In 1851 the deepening of the present channel was begun. At that time the depth of the channel at low water was 10 feet 6 inches. By the year 1869, this depth had been increased to 20 feet, by 1882 to 25 feet, and by the close of 1888 the depth of 27½ feet, at low water, was attained for a distance of 108 miles from Montreal to a point within tidal influence. This work is now being continued by the government of Canada, which in 1888, under the provisions of the Act 51 Vic., ch. 5, of that year, assumed the indebtedness. The channel has a minimum width of 300 feet, extending to 550 feet at points of curvature. The channel is lighted and buoyed.

Navigation, which is closed by ice during the winter months, opens about the end of April.

Montreal has by this work been placed at the head of ocean navigation, and here the canal systems of the River St. Lawrence begin, overcoming the various rapids by which the river channel upwards is obstructed, and giving access through the St. Lawrence canals, the Welland canal, the great lakes and the Sault Ste. Marie canal, to the head of Lake Superior.

The difference in level between the point on the St. Lawrence, near Three Rivers, where tidal influence ceases, and Lake Superior, is about 600 feet.

The Dominion canals, constructed between Montreal and Lake Superior, are the Lachine, Soulanges, Cornwall, Farran's Point, Rapide Plat, Galops, Murray, Welland and Sault Ste. Marie. Their aggregate length is 73 miles; total lockage (or height directly overcome by locks), 551 feet. The number of locks through which a vessel would pass in its passage from Montreal, at the head of ocean navigation, to the head of Lake Superior is 48. The Soulanges canal takes the place of the Beauharnois canal; the latter may be abandoned for navigation purposes.

Communication between Lakes Huron and Superior is obtained by means of the Canadian Sault Ste. Marie canal, and also by the St. Mary's Falls canal, situated on the United States side of the River St. Mary. Both these canals are free of toll.

It is important to note that the enlargement of the canals on the main route between Montreal and Lake Erie comprises locks of the following minimum dimensions: Length, 270 feet; width, 45 feet; depth of water on sills, 14 feet. The length of the vessels to be accommodated is limited to 255 feet. At Farran's, in the canal of that name, the lock is 800 feet long. A similar lock is built at Iroquois on the Galops canal, the object being to pass a full tow at one lockage.

LACHINE CANAL.

First construction	commenced	1821
,,	completed	1825
First enlargement	commenced	1843
"	completed	1848
Second enlargement	commenced	1873
"	completed	1901
Length of canal		8½ statute miles.
Number of locks		5
Dimension of locks		270 feet by 45 feet.
Total rise or lockage		45 feet.
Depth of water on sills.	at two locks	18 "
	at three locks	14 "
Average width of new canal		150 "

The old lift locks, 200 feet by 45 feet, are still available, with 9 feet of water on mitre sills.

The canal consists of one channel, with two distinct systems of locks, the old and the enlarged. There are two lock entrances at each end.

The canal extends from the city of Montreal to the town of Lachine, overcoming the St. Louis rapids, the first of the series of rapids which bars the ascent of the River St. Lawrence. They are 986 miles distant from the Straits of Belle Isle.

SOULANGES CANAL.

Construction commenced		1892
Open for traffic		1899
Length of canal		14 statute miles.
Number of locks	lift	4
	guard	1
Dimensions of locks		280 feet by 45 feet.
Total rise or lockage		84 feet.
Depth of water on sills		15 "
Breadth of canal at bottom		100 "
Breadth of canal at water surface		164 "
Number of arc lights		219 of 2,000 c. p. each.

The canal extends from Cascade point to Coteau landing, overcoming the Cascade Rapids, Cedar rapids and Coteau rapids.

From the head of the Lachine to the foot of the Soulanges, the distance is sixteen miles.

CORNWALL CANAL.

First commenced, 9 feet		1844
" opened		1847
Enlargement commenced		1897
" completed		1900
Length of canal		11 statute miles.
Number of locks		6
Dimensions of locks		270 feet by 45 feet.
Total rise or lockage		48 feet.
Depth of water on sills		14 "
Breadth of canal at bottom		100 "
Breadth of canal at water surface		164 "

The old lift locks, 200 feet by 45 feet, are also available, with nine feet of water on mitre sills.

From the head of the Soulanges to the foot of the Cornwall canal there is a stretch through Lake St. Francis, of 32¾ miles, which is being made navigable for vessels drawing fourteen feet.

The Cornwall canal extends past the Long Sault rapids from the town of Cornwall to Dickinson's landing.

WILLIAMSBURG CANALS.

The Farran's Point, Rapide Plat and Galops canals are collectively known as the Williamsburg Canals.

FARRAN'S POINT CANAL.

First commenced, 9 feet	1844
" opened	1847
Enlargement commenced	1897
" completed	1900
Length of canal	1½ mile.
Number of locks	1
New lock	800 feet by 45 feet.
Old lock	200 "
Total rise or lockages	3½ feet.
Depth of water on sills of new lock	14 "
Depth of water on sills of old lock	9 "
Breadth of canal at bottom	90 "
Breadth of canal at water surface	154 "

From the head of the Cornwall canal to the foot of Farran's Point canal, the distance on the River St. Lawrence is five miles. The latter canal enables vessels ascending the river to avoid Farran's Point rapid, passing the full tow at one lockage. Descending vessels run the rapids with ease and safety.

RAPIDE PLAT CANAL.

First commenced, 9 feet	1844
Opened	1847
Enlargement commenced	1884
" completed	1897
Length of canal	3⅔ miles.
Number of locks	2
Dimensions of locks	270 feet by 45 feet.
Total rise or lockage	11½ feet.
Depth of water on sills	14 "
Breadth of canal at bottom	80 "
Breadth of canal at surface of water	152 "

The old lift lock, 200 feet by 45, is also available, with nine feet of water on mitre sills.

From the head of Farran's Point canal to the foot of Rapide Plat canal, there is a navigable stretch of 10½ miles. This canal was formed to enable vessels ascending the river to pass the rapids at that place Descending vessels run the rapids safely.

GALOPS CANAL.

First commenced, 9 feet	1844
Opened	1846
Enlargement commenced	1888
" completed	1903
Length of canal	$7\frac{3}{4}$ miles.
Number of locks	3
Dimensions of locks. one of which is a guard lock.	2–270 by 45.
	1–800 by 45.
Total rise of lockage	$15\frac{1}{2}$ feet.
Depth of water on sills	14 "
Breadth of canal at bottom	80 "
Breadth of canal at surface of water	144 "

From the head of Rapide Plat canal to Iroquois, at the foot of the Galops canal, the St. Lawrence is navigable $4\frac{1}{2}$ miles. The canal enables vessels to overcome the rapids at Pointe aux Iroquois, Point Cardinal and the Galops.

MURRAY CANAL.

Construction begun	1882
Completed	1890
Length between eastern and western pier heads.	$5\frac{1}{6}$ miles.
Breadth at bottom	80 feet.
Breadth at water surface	120 "
Depth below lowest known lake level	11 "
No locks.	

This canal extends through the Isthmus of Murray, giving connection westward between the head waters of the Bay of Quinté and Lake Ontario, and thus enabling vessels to avoid the open lake navigation.

WELLAND CANAL.

Main line from Port Dalhousie, Lake Ontario, to Port Colborne, Lake Erie.

	Old Line.	Enlarged or New Line.
Length of canal	$27\frac{1}{2}$ miles	$26\frac{3}{4}$ miles.
Pairs of guard-gates (formerly 3).		2
Number of locks lift	26	25
Number of locks guard	1	1
Dimensions	1 lock 200 x 45 1 lock 200 x 45 1 (tidal) 230 x 45 24 locks 150 x 45	270 feet x 45 feet.
Total rise or lockage $326\frac{3}{4}$ feet	$326\frac{3}{4}$ feet	$326\frac{3}{4}$ feet.
Dept of water on sills	$10\frac{1}{4}$ "	14
Construction commenced, 10 feet 3 inches		1824
" completed		1833
Enlargement commenced, 14 feet		1872
" completed		1887

WELLAND RIVER BRANCHES.

Length of canal—	
Port Robinson cut to River Welland	2,622 feet.
From the canal at Welland to the river, via lock at Aqueduct	300 "
Chippewa cut to River Niagara	1,020 "
Number of locks—one at Aqueduct and one at Port Robinson	2
Dimensions of locks	150 by 26½ feet.
Total lockage from the canal at Welland down to River Welland	10 feet.
Depth of water on sills	9 feet 10 inches.

GRAND RIVER FEEDER.

Length of canal	21 miles,
Number of locks	2
Dimensions of locks	1 of 150 by 26½ feet. 1 of 200 by 45 "
Total rise or lockage	7 to 8 feet.
Depth of water on sills	9 feet.

PORT MAITLAND BRANCH.

Length of canal	1¾ miles.
Number of locks	1
Dimensions of locks	185 feet by 45 feet.
Total rise of lockage	7½ feet.
Depth of water on sills	11 "

The Welland canal has two entrances from Lake Ontario, at Port Dalhousie, one for the old, the other for the new canal.

From Port Dalhousie to Allanburg, 11¾ miles, there are two distinct lines of canal in operation, the old line and the enlarged or new line.

From Allanburg to Port Colborne, a distance of 15 miles, there is only one channel, the old canal having been enlarged.

From the head of the Welland canal there is a deep water navigation through Lake Erie, the Detroit river, Lake St. Clair, the St. Clair river, Lake Huron and River St. Mary to the Sault canal, a distance of about 580 miles. From the Sault the distance through Lake Superior to Port Arthur is 266 miles, and to Duluth 400 miles.

SAULT STE. MARIE CANAL.

Construction commenced	1888
Opened for traffic	1895
Length of canal, between the extreme ends of the entrance piers	5,967 feet.
Number of locks	1
Dimensions of locks	900 ft. by 60 ft.
Depth of water on sills (at lowest known water level)	20 ft. 3 inches.
Total rise or lockage	18 feet.
Breath of canal at bottom	141 ft. 8 inches.
Breadth at surface of water	150 feet.

This canal has been constructed through St. Mary's island, on the north side of the rapids of the River St. Mary, and, with that river, gives communication on Canadian

territory between Lakes Huron and Superior.The masonry pier of the bridge carrying the Canadian Pacific Railway over the canal, which stood in the channel of the canal, forming an obstruction to navigation, has been removed; the swing now spanning the full width of the channel or prism of the canal.

MONTREAL, OTTAWA AND KINGSTON.

This route extends from the harbour of Montreal to the port of Kingston, passing through the Lachine canal, the navigation section of the lower River Ottawa, and the Ottawa canals, to the city of Ottawa; thence by the River Rideau and the Rideau canal to Kingston, on lake Ontario—a total distance of 245⅝ miles.

After leaving the Lachine canal the works constructed to overcome difficulties of navigation are:

Ottawa River Canals.

The Ste. Anne's lock.	Grenville canal.
Carillon canal.	Rideau canal.

The total lockage (not including that of the Lachine canal) is 509 feet—(345 rise 164 fall)—and the number of locks is 55.

The following table exhibits the intermediate distances from Montreal harbour:—

Sections of Navigation.	Intermediate Distance.	Total Distance, from Montreal.
	Miles.	Miles.
The Lachine canal	8½	
From Lachine to Ste. Anne's lock	15	23
Ste. Anne's lock and piers	⅛	23
Ste. Anne's lock to Carillon canal	27	50
The Carillon canal	¾	51
The Carillon to Grenville canal	6¼	57
The Grenville canal	5¾	63
From the Grenville canal to entrance of Rideau navigation	56	119
Rideau navigation ending at Kingston	126¼	245

STE. ANNE'S LOCK.

Construction commenced	1814.
" completed	1816.
Rebuilt of wood	1833.
" in masonry	1843.

	Old Lock.	New Lock.
Length of canal	⅛ mile.	⅛ mile.
Number of locks	1	1
Dimensions of locks	190 x 45 feet	200 x 45 feet.
Total rise or lockage	3 feet.	3 feet.
Depth of water on sills	6 "	9 "

This work, with guide piers above and below, surmounts the Ste. Anne's rapids between Ile Perrot and the head of the Island of Montreal, at the outlet of that portion of the River Ottawa which forms the Lake of Two Mountains, 23½ miles from Montreal harbour.

THE CARILLON CANAL.

Construction commenced	1819.
" completed	1833.
Enlargement commenced	1871.
" completed	1887.
Length of canal	$\frac{3}{4}$ mile.
Number of locks	2
Dimensions of locks	200 x 45 feet.
Total rise or lockage	16 feet.
Depth of water on sills	9 "
Breadth of canal at bottom	100 "
Breadth of canal at water surface	110 "

This canal overcomes the Carillon rapids.

From Ste. Anne's lock to the foot of the Carillon canal there is navigable stretch of 27 miles, through the Lake of Two Mountains and the River Ottawa.

By the construction of the Carillon dam across the River Ottawa the water at that point is raised 9 feet, enabling the river above to be used for navigation.

GRENVILLE CANAL.

Construction commenced	1819.
" completed	1833.
Enlargement commenced	1871.
" completed	1887.
Length of canal	$5\frac{3}{4}$ miles.
Number of locks	5
Dimensions of locks	200 x 45 feet.
Total rise or lockage	$43\frac{3}{4}$ feet.
Depth of water on sills	9 "
Breadth of canal at bottom	40 to 50 feet.
Breadth of canal at surface of water	50 to 80 feet.

This canal, by which the Long Sault rapids are avoided, is about 56 miles below the city of Ottawa, up to which point the River Ottawa affords unimpeded navigation.

RIDEAU NAVIGATION.

Construction commenced	1826
" completed	1832

The Rideau system connects the River Ottawa, at the city of Ottawa, with the eastern end of Lake Ontario, at Kingston.

Length of navigation waters	$126\frac{1}{4}$ miles.
Number of locks going from Ottawa to Kingston	35 ascending. 14 descending.
Total lockage $446\frac{1}{2}$ feet	$282\frac{1}{4}$ rise and 164 fall at high water.
Dimensions of locks	134 x 33 feet.
Depth of water on sills	5 feet.
Navigation depth through the several reaches	$4\frac{1}{2}$ feet.
Breadth of canal reaches at bottom	60 feet in earth. 54 feet in rock.
Breadth of canal at surface of water	80 feet in earth.

PERTH BRANCH.

Construction commenced	1883.	
" completed	1892.	
Length of canal	6 miles.	
Number of locks	2	
Dimensions of locks	134 feet x 32 feet.	
Total rise or lockage	26 "	
Depth of water on sills	5 "	6 inches.
Length of dam	200 "	
Breadth of canal at bottom	40 "	
Breadth of canal at surface of water	40 "	in rock.
	60 "	in clay.

The Perth branch of the Rideau canal affords communication between Beveridge's bay, on Lake Rideau, and the town of Perth.

The summit level of the Rideau system is at upper Lake Rideau, but several of the descending reaches are also supplied by waters which have been made tributary to them. The following description gives the sources of supply :—

From the summit, the route towards Ottawa follows the Rideau river, and that towards Kingston follows the River Cataraqui. The supply of water for the canal is derived from the reserves given in detail below.

These may be divided into three systems, viz :—

1. The summit level, supplied by the Wolfe lake system.

2. The eastern descending level to Ottawa, supplied by the River Tay system, discharging into Lake Rideau.

3. The south-west descending level to Kingston, supplied by the Mud lake system formerly known as the Devil lake system, discharging into Lake Openicon.

Lake Openicon receives the waters of Buck lake and Rock lake.

All these waters on the descending level, supplemented by those of Lake Loughboro', flow into Cranberry lake, which, discharging through Round Tail outlet, forms the River Cataraqui. The river, rendered navigable by dams at various points, affords a line of navigation to Kingston.

RICHELIEU AND LAKE CHAMPLAIN.

This system, commencing at Sorel, at the confluence of the Rivers St. Lawrence and Richelieu, 46 miles below Montreal, extends along the River Richelieu, through the St. Ours lock to the basin of Chambly; thence, by the Chambly canal, to St. Johns, and up the River Richelieu to Lake Champlain. The distance from Sorel to the boundary line is 81 miles.

At Whitehall, the southern end of Lake Champlain is entered, and connection is obtained with the River Hudson, by which the city of New York is directly reached. From the boundary line to New York the distance is 330 miles.

The following table shows the distances between Sorel and New York :—

Section of Navigation.	Intermediate Distance.	Total Distances.
	Miles.	Miles.
Sorel to St. Ours lock	14	14
St. Ours lock to Chambly canal	32	46
Chambly canal	12	58
Chambly canal to boundary line	23	81
Boundary line to Champlain canal	111	192
Champlain canal to junction with Erie canal	66	258
Erie canal, from junction to Albany	7	265
Albany to New York	146	411

ST. OURS LOCK DAM.

Construction commenced	1844.
" completed	1849.
Length	$\frac{1}{8}$ mile.
Number of locks	1 "
Dimensions of lock	200 feet by 45 feet.
Total rise of lockage	5 "
Depth of water on sills	7 feet at low water.
Length of dam in eastern channel	300 "
Length of dam in western channel	690 "

At St. Ours, 14 miles from Sorel, the River Richelieu is divided by a small island into two channels. The St. Ours lock is in the eastern channel.

There is a navigable depth in the Richelieu of 7 feet between St. Ours lock and Chambly basin, a distance of 32 miles.

CHAMBLY CANAL.

Construction commenced	1831	
" completed	1843	
Length of canal	12 miles.	
Number of locks	9	
Dimensions of locks :—		
Guard lock, No. 1 at St. Johns	122 feet.	
Lift " 2	124 "	From 22½ to 24 feet wide.
" " 3, 4, 5, 6	118 "	
" " 7, 8, 9 combined	125 "	
Total rise or lockage	74 "	
Depth of water on sills	7 "	
Breadth of canal at bottom	36 "	
Breadth of canal at surface of water	60 "	

This canal succeeds the 32 miles of navigable water between St. Ours lock and Chambly basin. The canal overcomes the rapids between Chambly and St. Johns.

TRENT CANAL.

The term 'Trent canal' is applied to a series of water stretches, which do not, however, form a connected system of navigation, and which, in their present condition, are efficient only for local use. By various works this local use has been extended, and by others, now in progress and contemplation, this will become a through route between Lake Ontario and Lake Huron.

The series is composed of a chain of lakes and rivers, extending from Trenton, at the mouth of the River Trent, on the Bay of Quinté, Lake Ontario, to Lake Huron.

Many years ago the utilizing of these waters for the purpose of through water communication between Lake Huron and Lake Ontario was projected.

The course, as originally contemplated and modified, is as follows :—

Through the River Trent, Rice lake, the River Otonabee and Lakes Clear, Stony, Lovesick, Deer, Buckhorn, Chemong, Pigeon, Sturgeon and Cameron to Lake Balsam, the summit water, about 165 miles from Trenton ; from Lake Balsam by a canal and the River Talbot to Lake Simcoe ; thence by the River Severn to Georgian bay, Lake Huron ; the total distance being about 200 miles, of which only about 15 or 20 miles will be actual canal.

The full execution of the scheme, commenced by the Imperial government in 1837, was deferred. By certain works, however, below specified, sections of these waters have

been made practicable for navigation, and the whole scheme is now being carried out. A branch of the main route, extending from Sturgeon lake south, affords communication with the town of Lindsay, and, through Lake Scugog to Port Perry, a distance of 190 miles from Trenton.

The following table give the distance of navigable and unnavigable reaches.

From Trenton, Bay of Quinté to Nine Mile rapids.	—	9
Nine Mile rapids to Percy landing	19½	—
Percy landing to Heeley's Falls dam	—	14½
Heeley's Falls dam to Peterborough	51¾	—
Peterborough to Lakefield	—	9
Lakefield to a point across Balsam lake	61	—
	132¼	32½
Total distance, Bay of Quinté to a point across Balsam lake		165
From Sturgeon point on Sturgeon lake, 48¾ miles from Lakefield, the branch through the town of Lindsay to Port Perry at the head of Lake Scugog		27

The works by which the Trent navigation has been improved comprise canals, with locks and bridges, at Young's point, Burleigh rapids, Lovesick, Buckhorn rapids, Bobcaygeon, Fenelon falls and Rosedale; also dams at Lakefield, Young's point, Burleigh falls, Lovesick, Buckhorn, Bobcaygeon and Fenelon falls. By these works there is afforded communication between Lakefield, 9½ miles from Peterborough, and Balsam lake, the headwaters of the system; opening up a total of about 160 miles of direct and lateral navigation.

At Lakefield, 9½ miles from Peterborough, the dam at the head of the Nine Mile rapids of the River Otonabee, maintains navigation on Lake Katchewannoe up to Young's point.

At Young's point, 5 miles from Lakefield, the dam between Lake Katchewannoe and Clear lake controls the water level through Clear and Stony lakes up to the foot of the Burleigh canal.

At Burleigh rapids, 10 miles from Young's point, a canal, about 2¼ miles in length, passes the Burleigh and Lovesick rapids, and gives communication between Stony lake and Deer bay.

At Buckhorn rapids, 7 miles from Burleigh rapids, there is a canal about one-fourth of a mile long.

At Bobcaygeon, 15¾ miles from Buckhorn rapids, a dam, 553 feet long, controls the water level up to Fenelon falls.

At Fenelon falls, 15 miles from Bobcaygeon, a canal about one-third of a mile in length connects Sturgeon lake with Cameron lake.

The following is a list of the locks with their dimensions:—

1	Lock at	Rosedale, (maintained by the Ontario government)	100′ x 30′ x 4′ 6′ to 6′ 6″ depth water on mitre sill.
2	Locks at	Fenelon	134′ x 33′ x 5′ 0″ to 7′ 6″ depth water on mitre sill.
1	"	Lindsay	134′ x 33′ x 5′ 0″ to 7′ 6″ " "
1	"	Bobcaygeon	134′ x 33′ x 5′ 8″ to 7′ 0″ " "
1	"	Buckhorn	134′ x 33′ x 5′ 0″ to 9′ 0″ " "
1	"	Lovesick	134′ x 33′ x 5′ 0″ to 9′ 4″ " "
2	"	Burleigh	134′ x 33′ x 6′ 0″ to 8′ 0″ " "
1	"	Young's point (a Provincial government work)	134′ x 33′ x 5′ 0″ to 14′ 0″ depth water on mitre sill.
1	"	Peterborough	134′ x 33′ x 5′ 0″ to 10′ 0″ depth water on mitre sill.
1	"	Hastings	134′ x 33′ x 7′ 0″ to 10′ 6″ " "
"	"	Chisholms	134′ x′ 33′ x 5′ 0″ to 8′ 6″ " "
13			

ST. PETER'S CANAL, CAPE BRETON.

Construction commenced	1854
" completed	1869
Enlargement begun	1875
" completed	1881
Length of canal	About 2,400 feet.
Breadth at water line	50 feet.
Lock	One tidal lock, 4 pairs of gates.
Dimensions	200 feet by 48 feet.
Depth of water on sills	18 " at lowest water.
Depth through canal	19 "
Extreme rise and fall of tide in St. Peter's bay	4 "

This canal connects St. Peter's bay on the northern side of Cape Breton, Nova Scotia, with the Bras d'Or lakes. It crosses an isthmus half a mile in width, and gives access from the Atlantic.

BEAUHARNOIS CANAL.

Construction begun	1842
" completed	1845
Length of canal	12 statute miles.
Number of locks	9.
Dimensions of locks	200 feet by 45 feet.
Total rise or lockage	82½ "
Depth of water on sills	9 "
Breadth of canal at bottom	80 "
Breadth of canal at water surface	120 "

As the new Soulanges canal is now opened for navigation, the Beauharnois canal is abandoned for navigation purposes.

EARLIER CANALS.

A system of three canals preceded the Beauharnois. These were :

COTEAU DU LAC CANAL.

Construction commenced	1779
" completed	1780

SPLIT ROCK CANAL.

Construction commenced	1779
" completed	1780

CASCADE POINT CANAL.

Construction commenced	1782
" completed	1783

The locks were 20 x 6 feet, and provided for a draft of 2 feet. In 1814 the work of widening them to 12 feet was begun, and finished in 1817.

Two canals were also constructed off Burlington Bay, Ontario. They were:

BURLINGTON BAY CANAL.

Construction commenced	1825
" completed	1832

DESJARDINS CANAL.

Construction commenced	1826
" completed	1837

Neither of these canals required locks. They have for many years been abandoned. The depth of water provided in the first instance was $7\frac{1}{2}$ feet.

ST. LAWRENCE NAVIGATION—TABLE OF DISTANCES.

FROM STRAITS OF BELLE-ILE TO PORT ARTHUR, AT HEAD OF LAKE SUPERIOR BY WATER.

From	To	Sections of Navigation.	Statute Miles. Intermediate.	Statute Miles. Total to Straits of Belle-Ile.
		Gulf of St. Lawrence		
Straits of Belle-Ile	Cape Whittle		240	240
Cape Whittle	West Point, Anticosti	"	201	441
West Point, Anticosti	Father Point	River St. Lawrence	202	643
Father Point	Rimouski	"	6	649
Rimouski	Bic	"	12	661
Bic	Isle Verte	"	39	700
Isle-Verte (opp. Saguenay)	Quebec	"	126	826
Quebec	Three Rivers	" to Tide-water	74	900
Three-Rivers	Monteral	"	86	986
Montreal	Lachine	Lachine Canal	$8\frac{1}{4}$	$994\frac{1}{4}$
Lachine	Cascade Point	Lake St. Louis	16	$1,009\frac{3}{4}$
Cascade Point	Coteau Landing	Soulanges Canal	14	1,021
Coteau Landing	Cornwall	Lake St. Louis	30	$1,053\frac{3}{4}$
Cornwall	Dickinson's Landing	Cornwall Canal	$11\frac{1}{2}$	$1,065\frac{1}{4}$
Dickinson's Landing	Farran's Point	River St. Lawrence	5	$1,070\frac{1}{4}$
Farran Point	Upper end of Croyle's Island	Farran's Point	$\frac{3}{4}$	1,071
Upper end Croyle's Island	Williamsburg or Morrisburg	River St. Lawrence	$10\frac{1}{2}$	$1,081\frac{1}{2}$
Williamsburg	Rapide Plat	Rapide Plat Canal	4	$1,085\frac{1}{2}$
Rapide Plat	Point Iroquois Village	River St. Lawrence	$4\frac{1}{2}$	1,090
Point Iroquois Village	Upper end Presqu'Ile	Point Iroquois Canal	3	1,093
Presqu'Ile	Point Cardinal, Edwardsburg	Junction Canal	$2\frac{5}{8}$	$1,095\frac{5}{8}$
Point Cardinal	Head of Galops Rapids	Galops Canal	2	$1,097\frac{5}{8}$
Galops Rapids	Prescott	River St. Lawrence	$7\frac{3}{8}$	1,105
Prescott	Kingston	"	59	1,164
Kingston	Port Dalhousie	Lake Ontario	170	1,334
Port Dalhousie	Port Colborne	Welland Canal	$26\frac{3}{4}$	$1,360\frac{3}{4}$
Port Colborne	Amherstburg	Lake Erie	232	$1,592\frac{3}{4}$
Amherstburg	Windsor	River Detroit	18	$1,610\frac{3}{4}$
Windsor	Foot of St. Mary's Island	Lake St. Clair	25	$1,635\frac{3}{4}$
Foot of St. Mary's Island	Sarnia	River St. Clair	33	$1,668\frac{3}{4}$
Sarnia	Foot of St. Joseph Island	Lake Huron	270	$1,938\frac{3}{4}$
Foot of St. Joseph's Island	Foot of Sault Ste. Marie	River Ste. Marie	47	$1,985\frac{3}{4}$
Sault-Ste. Marie	Head of Sault Ste. Marie	Sault Ste. Marie Canal	1	$1,986\frac{3}{4}$
Head of Sault Ste. Marie	Pointe aux Pins	River Ste. Marie	7	$1,993\frac{3}{4}$
Pointe aux Pins	Port Arthur	Lake Superior	266	$2,259\frac{1}{4}$
Port Arthur to Lake Shebandowan			45	
Lake Shebandowan to North-west Angle			312	
North-west Angle to Winnipeg			95	
Pointe aux Pins to Duluth			390	

Of the $2,259\frac{3}{4}$ miles from the Straits of Belle-Ile to the head of Lake Superior, $73\frac{1}{2}$ miles are artificial navigation, and $2,188\frac{3}{4}$ open navigation.

Straits of Belle-Ile to Liverpool, 1,942 geographical or 2,234 statute miles.

The total fall from Lake Superior to Tide-water is about 600 feet.

The steamboat voyage from Collingwood to Port Arthur is 532 miles.

" " Depot Harbour to Port Arthur is 510 miles; to Duluth is 644 miles; to Chicago 525 miles, and to Milwaukee, 442 miles.

TABLE of distances of Stations between the cities of Ottawa and Kingston.

No. of Station.	Name of Station.	Distances from Ottawa.	Locks.		Dams.			Length of Artificial Canal at each Station in miles.
			No.	Lift at Low water.	No.	Length.	Height.	
		Miles.		Rise. Ft. In.		Feet.	Feet.	
1	Ottawa	0	8	82 0	3	230 1,320 1,616	13 33 14	
2	Hartwell's	4¼	2	22 0	...	100	28	4·00
3	Hogsback	5½	2	13 6	1	320	60	
4	Black Rapids	9½	1	10 0	1	300	12	0·13
5	Long Island	14⅝	3	27 0	3	850	68	0·13
6	Burritt's	40¾	1	10 6	1	240	14	1·50
7	Nicholson	43¾	2	15 2	1	500	9	0·50
8	Clowes	44½	1	10 0	1	481	16	0·05
9	Merrickville	46⅞	3	25 0	1	150	6	0·33
10	Maitland	55	1	4 9	1	270	8	0·13
11	Edmunds	59½	1	10 10	1	343	8	0·06
12	Old Slys	60½	2	15 6	1	250	20	0·25
13	Smith's Falls	61½	4	33 9	2	600	24	0·13
14	First Rapids or Poonamalie	64	1	7 9	1	260	5	1·25
15	Narrows	83¼	1	4 0	1	600	9	0·06
	Total rise at low water	...	...	292 3				
				Fall.				
16	Isthmus	87½	1	4 0	...	...	...	1·25
17	Chaffey	92	1	12 6	...	...	...	0·13
18	Davis	94⅓	1	9 0	1	300	15	0·06
19	Jones' Falls	97¼	4	60 0	1	300	60	0 25
20	Brewer's Upper Mills	108¼	2	19 0	1	200	20	1·75
21	" Lower Mills	110	1	14 2	1	200	12	4·25
22	Kingston Mills	120¼	4	46 8	1	6,042	14	0·25
23	Kingston	126¼	...	...	...	...	...	...
	Total fall at low water	...	...	165 4	...	...	...	...
	Total	...	47	...	24	15,472	...	16·46

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RAILWAY STATISTICS

OF THE

DOMINION OF CANADA

FOR THE

YEAR ENDED JUNE 30

1908

(From sworn Returns furnished by the several Railway Companies)

M. J. BUTLER

Deputy Minister and Chief Engineer
of the Department of Railways and Canals

PRINTED BY ORDER OF PARLIAMENT

OTTAWA
PRINTED BY W. McMAHON, PRINTER TO THE KING'S MOST EXCELLENT MAJESTY
1909

[No. 20*b*—1909.]

To His Excellency the Right Honourable Sir Albert Henry George, Earl Grey, Viscount Howick, Baron Grey of Howick, in the County of Northumberland, in the Peerage of the United Kingdom, and a Baronet; Knight Grand Cross of the Most Distinguished Order of Saint Michael and Saint George, &c., &c., &c., Governor General of Canada.

May it Please Your Excellency,

The undersigned has the honour to present to Your Excellency the Annual Report of the Comptroller of Railway Statistics for the year ended June 30, 1908.

GEO. P. GRAHAM,
Minister of Railways and Canals.

To the Honourable GEORGE P. GRAHAM,
Minister of Railways and Canals.

SIR,—I have the honour to submit the annual report of the Comptroller of Railway Statistics for the year ended June 30, 1908.

This is the second report compiled from the new schedules which were put into force on July 1, 1906.

I have the honour to be, Sir,
Your obedient servant,

M. J. BUTLER,
Deputy Minister of Railways and Canals.

OFFICE OF THE COMPTROLLER OF RAILWAY STATISTICS,
OTTAWA, November 28, 1908.

M. J. BUTLER, Esq.,
Deputy Minister of Railways and Canals.

SIR,—I have the honour to submit herewith the return of Railway Statistics for the year ended June 30, 1908.

The accompanying tables are based upon the schedules and classifications which were first put into effect in 1907. With the introduction of these new forms perfect uniformity was secured in the method of preparing railway statistics in both the United States and Canada. That was the end aimed at. In preceding years the value of accurate comparisons had been lost, owing to different standards of accounting and reporting. The change was not made, however, without considerable trouble. Primarily, the work of reorganization fell on the Department ; but success could only be achieved by the hearty co-operation of the railways. To them it was not a trifling matter to adopt an entirely new and elaborate system of bookkeeping ; but I am pleased to report their prompt acquiescence in the demands made upon them. This was not done wholly in an unselfish spirit. They recognized the usefulness to themselves of improved and modern methods, as well as the advantages likely to accrue from a common statistical plan in operation over the continent.

During the year it was found necessary to widen some of the classifications, notably with respect to operating expenses, and these will be applied to the statistics for the twelve months now current. It is hoped further changes may not be called for in the near future. The elaborations were in the first instance made by the Interstate Commerce Commission at Washington, and considerations of policy demanded that Canada should adopt them. There are many American lines operating in the Dominion, and a number of Canadian railways are carrying on business in the United States. It would be unnecessarily confusing and troublesome for these roads to prepare reports founded upon different methods of accounting. This was a cogent reason for the action taken by the Department; but the chief influence had reference to the maintenance of uniformity. Moreover, the alterations and enlargements were distinctly on the side of betterment. They will supply valuable details which had been lacking in the past.

The returns for 1908 reveal a clearer understanding by the railways of the new statistical system. They are therefore better than those of 1907. It was perhaps inseparable from the wiping out of schedules which had been in use for 35 years, and the introduction of forms entirely new and different, that there should at the outset have been mistakes and deficiencies. To a large extent these imperfections have been eliminated from this report. For the cordial co-operation of the railways in this work I desire to record my personal gratitude.

While there was not a single delinquent this year, there was a great deal of unnecessary and disturbing delay in the transmission of returns. The time limit was fixed at August 31, which allowed two full months for the making up of accounts.

Having regard to the volume of work involved, including the assembling of many details, it must be admitted that the situation called for special diligence. About 20 per cent of the railways reported within the limit, and among them were lines carrying on a large business. By 20th September 60 per cent of the returns had been received. The remaining forty were considerably delayed.

It is my duty to call attention to the serious hindrance which these delays have interposed against the comprehensive and somewhat extensive work of tabulation in this office. Unless under extraordinary conditions, Parliament will meet each year in November. It is imperative that not later than December 15 Railway Statistics should be laid on the Table of the House; but it is obvious that this cannot be done if the time limit of August 31 is generally disregarded. I would therefore respectfully suggest that in future the penalty provisions of the Railway Act be rigidly enforced against all delinquents after a date to be prescribed.

MILEAGE.

Following is a table of railway mileage in Canada since 1835:—

Year.	Miles in Operation.	Year.	Miles in Operation.
1835	0	1872	2,899
1836	16	1873	3,832
1837	16	1874	4,331
1838	16	1875	4,804
1839	16	1876	5,218
1840	16	1877	5,782
1841	16	1878	6,226
1842	16	1879	6,858
1843	16	1880	7,194
1844	16	1881	7,331
1845	16	1882	8,697
1846	16	1883	9,577
1847	54	1884	10,273
1848	54	1885	10,773
1849	54	1886	11,793
1850	66	1887	12,184
1851	159	1888	12,585
1852	205	1889	12,585
1853	506	1890	13,151
1854	764	1891	13,838
1855	877	1892	14,564
1856	1,414	1893	15,005
1857	1,444	1894	15,627
1858	1,863	1895	15,977
1859	1,994	1896	16,270
1860	2,065	1897	16,550
1861	2,146	1898	16,870
1862	2,189	1899	17,250
1863	2,189	1900	17,657
1864	2,189	1901	18,140
1865	2,240	1902	18,714
1866	2,278	1903	18,988
1867	2,278	1904	19,431
1868	2,270	1905	20,487
1869	2,524	1906	21,353
1870	2,617	1907	22,452
1871	2,695	1908	22,966

It will be seen that there was an addition of 514 miles during the year 1908, as compared with 1,099 for 1907. There were, however, 4,327 miles of line reported as being actually under construction on June 30, and it is now known that upwards of 750 miles were put in operation very shortly after that date.

The distribution of completed mileage by provinces was as follows:—

		Increase.
Ontario	7,932·90	294·99
Quebec	3,573·65	69·51
Manitoba	3,110·91	36·45
Saskatchewan	2,081·30	56·44
British Columbia	1,732·83	64·78
New Brunswick	1,509·36	18·78
Nova Scotia	1,344·05	2·58
Alberta	1,323·02	·
Prince Edward Island	267·50	·
Yukon	90·91	0·31

The foregoing increases represent a total slightly larger than the 514 miles referred to in a preceding paragraph, the explanation being found in the fact that there were reductions in some of the provinces through the abandonment of tracks.

During the year there was an increase in second track of 144 miles, bringing the total up to 1,211. Equally encouraging was the manifest addition to transportation facilities involved in an increase of terminal, yard and siding tracks of 454 miles. The aggregate of all tracks in the Dominion was 28,600.

HISTORY OF CANADIAN RAILWAYS.

It is with pleasure that I am able to present in an appendix a tabular analysis of railway construction in Canada from 1835 to 1906. For this exceedingly valuable contribution I am indebted to Mr. Collingwood Schreiber, C.M.G., whose long experience as Deputy Minister of Railways and Canals, and personal knowledge of railway history, fitted him in a high degree for the task. To prepare such a table involved an enormous amount of painstaking work and research. It was an act of voluntary zeal on the part of Mr. Schreiber, which cannot fail to command the sincere appreciation of his fellow Canadians.

RAILWAY CAPITAL.

An analysis of the capital invested in Canadian railways will be found in Table 4. A summary of the facts there given is as follows:—

Stocks	$ 607,425,349
Funded Debt	631,869,664
Total	$1,239,295,013

These figures represent an increase for 1908 over 1907 of $18,856,758 in stocks, and $48,500,447 in funded debt—usually classified as bonds—showing a total increase for the year of $67,357,205.

If, however, it is desired to ascertain the amount of money actually put into the railways of the Dominion, to the sum of $1,239,295,013, representing the stock and bond liability, there should be added the cost of the Intercolonial and Prince Edward Island railways, owned and operated by the Dominion Government, the cost of the Temiskaming and Northern Ontario Railway, owned and operated by the Govern-

ment of Ontario, the cost of the New Brunswick Coal and Railway, owned and operated by the Government of New Brunswick, as well as the expenditure up to June 30 last upon the Government section of the Transcontinental Railway between Moncton and Winnipeg. It is manifest that the cash subsidies granted by the federal and provincial governments, as well as municipalities throughout the Dominion should also be included. Joining all these sums, the final aggregate of capital cost would be as follows:—

Cost of Intercolonial	$ 87,575,952
" Prince Edward Island Railway	7,697,827
" Temiskaming and Northern Ontario Ry.	12,208,950
" New Brunswick Coal and Railway	1,940,375
Expenditure on Transcontinental	30,250,191
Subsidies	185,671,736
Total	$ 325,345,031
Stocks and bonds	1,239,295,013
Grand Total	$1,564,640,044

The problem is further complicated by the fact that many millions of acres of land, as will be pointed out on a succeeding page, have been granted in aid of railway construction. Their equivalent in cash cannot even be estimated.

To calculate the capital cost per mile of railways in Canada, two or three qualifying facts must be kept in view. In the first place, since the lines owned by governments have neither stock nor bond issues, the mileage relating thereto must be elimininated. The total railway mileage of the Dominion on June 30 last was 22,966. The combined mileage of government railways, federal and provincial, was 1,986, made up as follows:—

	Miles.
Intercolonial	1,451·22
Prince Edward Island Railway	267·50
Toronto and Northern Ontario Railway	209·40
New Brunswick Coal and Railway	58·00
Total	1,986·12

Deducting this latter sum of 1,986, a mileage of 20,980 remains. Using these latter figures as a divisor, and the stock and bond issues as dividends, the results are as follow:—

Cost per mile in stocks	$28,952
" " bonds	30,117
" " stocks and bonds	59,069

This calculation is practically sound as applied to railways having a stock and bond issue. If, however, the aggregate of $1,564,640,044 be taken as the dividend (less $49, 630, 445 credited to the Grand Trunk Pacific, for which no completed mile-

age was returned up to June 30), and the total mileage of 22,966 as the divisor ,the result will be found to be $65,968, and this, all things considered, should be regarded as the true average capital cost per mile of railways in Canada, apart from land subsidies.

With regard to lines owned and operated by governments, the cost per mile up to June 30 last was:

	Per Mile
Intercolonial	$60,355
Prince Edward Island Railway	28,830
Temiskaming and Northern Ontario Railway	58,411
New Brunswick Coal and Railway	33,454

These figures include equipment. In making comparisons, however, it must be remembered that the stock and bond issues in the case of other railways do not necessarily represent the actual cost of construction and equipment. They merely indicate the capital liability.

A short explanation will make it clear that an exaggerated value may be given to statistics with respect to the capital liability of railways. Such figures must never, for example, be taken as representing the actual cost of lines, as has been said. The real cost is one thing, and the stock and bond issue is another. Stocks and bonds may be sold at a premium or at a discount. In either case the liability remains the same. A share of stock, the par value of which is $100, may only realize $50 toward paying the actual cost of construction and equipment; but it will stand as a liability of $100 against the road until paid or wiped out by some other process.

The stock and bond issue given above at $1,239,295,013 is not, moreover, an accurate statement of outstanding liability on June 30 last. It is rather a statement of the liability in that regard which has existed and still exists. Some of it is no longer a legal liability at all, and the time is near at hand when a revision of our statistics in this respect will be necessary. It will probably be undertaken during the current year. Yet the present situation from the statistical standpoint is quite unavoidable, as can readily be demonstrated. The fundamental cause of the difficulty is found in the changes of ownership which have taken place. In some instances railways have become insolvent, the property has been sold by foreclosure, the stock and bond issues have been cancelled, and the new owners have set up an entirely fresh capital liability. In other cases, roads have been absorbed by amalgamation or purchase into larger systems. On the parent company in any one of these instances there may have rested a capital liability of say $1,000,000. As the result of the foreclosure, sale or amalgamation, this liability has disappeared altogether, or been reduced to some nominal sum. In any event it appears in another form. The commercial aspect of such cases presents no difficulty whatever; but from the statistical point of view the matter is most perplexing.

For statistical purposes it is important that an account should be preserved of all the money invested in railways. For practical purposes the outstanding liability having legal force is the only matter of real concern. Yet, how can the tangle of past and present obligations be dealt with so as to show the full extent of capital investments in the railways of Canada? The problem would call for very careful study even

if the facts were all available; but they are not. In some of its phases the railway situation would have a parallel in the case of a house which A buys at a sheriff's sale for $5,000. The original owner, B, had built it for $12,000. In determining the cost for purposes of record, which figure should be used? On the surface A has invested $5,000 in the house and B $12,000. If only the latter figure is set down, what becomes of A's $5,000? If both are recorded, the cost is improperly exaggerated. Clearly, all interests would be served if the facts were stated with respect to the whole transactiono, and that is precisely what should be done in connection with the statistics of capital liability attaching to Canadian railways.

During the current year an expert will be given the task of analyzing the capital statements of railways in the Dominion. The extinct stock and bond issues will be separated from those which are alive, and this will be done in such a way as to preserve for purely statistical and historical purposes the facts relating to the account as a whole.

AID TO RAILWAYS.

Last year very considerable attention was given to the accounts with respect to aid to railways, and during the past twelve months further investigation has taken place. Nothing has transpired, however, to require the alteration of the revised figures which were published in 1907.

During the year the sum of $4,374,323 was added to the account, divided as follows:—

Aid by the	Dominion	$4,221,727 30
"	provinces	68,284 00
"	municipalities	84,311 70

There were paid by the Dominion cash subsidies to the extent of $1,719,997.30, in addition to $2,501,730 in extinction of a long-standing liability to the province of Quebec. It appears that about the year 1883 the claim of the province of Quebec for a subsidy in connection with the construction of the North Shore Railway was recognized by the Dominion, and $2,394,000 was set apart as the principal of that obligation. For a number of years five per cent per annum, on that sum, in half-yearly payments, was allowed to the province. Later, the interest charge was reduced to four and a half per cent. This year the entire liability was wiped out by the payment of the principal.

The statement of cash subsidy payments in aid of railway construction in Canada since 1876 is as follows:—

Year.	Dominion.	Provinces.	Municipalities.
	$ cts.	$ cts.	$ cts.
1876	*18,564,352 37	4,203,240 43	5,426,505 70
1877	16,235,185 33	4,338,498 02	5,689,299 31
1878	26,438,914 96	14,292,002 29	7,224,578 63
1879	26,438,914 96	14,593,001 91	7,450,978 63
1880	32,761,920 65	17,639,206 60	8,313,944 63
1881	37,629,207 33	a16,676,266 29	7,494,944 63
1882	37,731,208 33	17,044,628 91	8,809,944 63
1883	49,548,639 93	18,342,102 80	9,162,552 94
1884	78,123,918 18	19,836,055 93	9,934,556 94
1885	†92,762,967 17	19,137,719 93	12,472,450 43
1886	87,426,814 52	19,338,679 93	12,599,292 43
1887	91,228,674 03	21,204,993 01	12,812,836 43
1888	c90,644,574 40	23,342,758 82	13,144,224 43
1889	91,888,491 21	24,036,306 80	13,461,224 43
1890	93,889,277 76	25,086,285 41	13,709,624 43
1891	96,529,524 07	25,731,965 43	13,817,509 43
1892	97,601,639 53	26,997,435 78	13,981,247 99
1893	100,422,165 09	28,229,355 49	14,017,956 99
1894	102,087,290 06	29,368,697 75	14,178,610 99
1895	‡103,451,148 93	29,727,512 63	14,180,686 99
1896	101,961,763 91	30,055,946 30	14,494,756 99
1897	102,458,434 71	31,171,346 65	15,520,867 99
1898	103,878,261 66	31,495,555 48	15,660,667 99
1899	107,030,639 24	31,656,725 57	17,740,668 59
1900	107,760,795 70	31,310,170 06	15,884,542 16
1901	110,225,503 43	32,395,522 67	16,310,253 16
1902	112,324,091 13	33,145,320 84	16,465,604 03
1903	113,791,113 47	32,809,728 41	16,551,044 06
1904	115,875,668 31	34,496,917 84	17,157,810 19
1905	117,145,511 67	40,415,630 27	17,198,211 48
1906	118,474,316 04	43,278,022 12	17,125,163 98
1907	128,827,648 77	b35,123,130 80	17,346,633 34
1908	133,049,376 07	35,191,414 80	17,430,945 04

*Included loan $2,311,666.67 to Northern Railway; not reported after this year.
†Included loan $29,880,912 to C. P. Railway; not reported later.
cEastern Extension $1,284,495.76 now included in I. C. Railway.
‡Incorrect total of $2,394,000 shown to the North Shore Railway.
aDecrease of $1,044,000 by N. B. Government to St. John and Maine Railway.
bThis amount does not include the cost of the Temiskaming and Northern Ontario Railway ($10,570,549) as formerly.

This does not, however, give the full account. The Dominion, up to June 30 last, had expended $30,250,190.83 in connection with the building of the government section of the Transcontinental Railway between Moncton and Winnipeg, and this amount added to the $133,049,376.07 given in the above statement would bring the total contribution from the federal treasury up to $163,299,566.90.

The Dominion has also made a capital outlay of $95,273,778.69 on the Government Railway System, which could not, however, be properly classified as aid. In the same sense the province of Ontario has invested $12,208,950 in the Temiskaming and Northern Ontario Railway, and the province of New Brunswick $1,940,375 in the New Brunswick Coal and Railway, which they own and operate.

Hitherto no account has been taken of the guarantees given by the Dominion and the several provinces in aid of railway construction, and during the past year the matter was gone into with some care. The total was found to be $58,920,551, made up by the following details:—

THE DOMINION.

Canadian Northern, 50 year threes	£ 1,923,287
Grand Trunk Pacific, 50 year threes	3,200,000
	£ 5,123,287
Equivalent at $4.87	$24,950,408
Quebec Bridge and Railway	3,773,224
Total	$28,723,632

ONTARIO.

Canadian Northern Ontario	7,860,000

QUEBEC.

Montreal and Western	840,000

NEW BRUNSWICK.

New Brunswick Coal and Railway	700,000

MANITOBA.

Canadian Northern	12,854,500
Canadian Northern Ontario	5,745,587
Total	$18,600,087

BRITISH COLUMBIA.

Shuswap and Okanagan, 4 per cent, 25 years	1,249,760
Victoria and Sidney, 2 per cent, 25 years	300,000
Nakusp and Slocan	647,072
Total	$ 2,196,832
Grand total	$58,920,551

There still remain the land subsidies, which cannot, as has been said, be given a cash value. By the Dominion the following grants have been given:—

	Acres.
Alberta Railway and Irrigation Co. (formerly North West Coal and Navigation Co.)	1,114,368
Calgary and Edmonton Ry. Co.	1,888,448
Canadian Northern Ry. Co. (from point on C.P.R. to Hudson Bay), Canadian Northern Ry. Co. (formerly L. Manitoba and Canal Co.)	3,422,528
Canadian Pacific Ry. Co. (main line)	18,206,986
C.P.R. Pipestone Extension, Souris Branch	200,320
C.P.R. Souris Branch	1,408,704
Great North West Central Ry. Co. (formerly North West Central Ry. Co.)	320,000
Manitoba and North Western Ry. Co.	1,501,376
Manitoba South Western Colonization Ry	1,396,800
Manitoba and Southeastern Ry. Co.	680,320
Qu'Appelle, Long Lake and Saskatchewan Railroad and Steamboat Co.	1,625,344
Saskatchewan and Western Ry. Co.	98,880
Total	31,864,074

This land has been selected by the railway companies to whom it was given, and patents have been issued. Yet that is not all. The provinces have also granted land subsidies; so that a complete statement in this regard would be as follows:—

	Acres.
By the Dominion	31,864,074
" province of Quebec	13,324,950
" " British Columbia	5,287,387
" " New Brunswick	1,647,772
" " Nova Scotia	160,000
Total	52,284,183

In all cases, with the exception of the province of Quebec, the land has been definitely alienated. The province of Quebec adopted the plan of converting the land grants into a cash subsidy at the option of the beneficiary, on the basis of 52½ cents per acre. This would yield $6,995,598.75, of which $4,557,728.02 had actually been paid up to last year.

PUBLIC SERVICE OF RAILWAYS.

The returns show that the number of passengers carried during the year ended June 30, 1908, was 34,044,992—an increase of 1,907,673 over the year 1907. This increase was equal to 5·90 per cent.

The number of passengers carried one mile was 2,081,960,864, as compared with 2,049,549,813 for the preceding year, representing an increase of 32,411,051.

The number of passengers carried one mile per mile of road was 90,650, an actual decrease of 636 in the density of passenger traffic for the year.

The number of passengers carried per mile of railway was 1,482, showing a gain of 51 over the preceding year.

The average receipts per passenger per mile were 1·920, an increase of ·009 over 1907.

The average passenger journey for the year was 61 miles; while the average number of passengers per train was 54.

The passenger train mileage was 31,950,349 for the year 1908, as against 30,220,461 in 1907. These figures point to a steady expansion in the passenger service of Canadian railways. The mixed train mileage was 6,210,807, as compared with 5,971,414 for the year 1907.

Summarizing the foregoing facts with respect to passenger traffic into a form convenient for the eye, the showing is as follows:—

	1907.	1908.	Increase or Decrease.
Passengers carried	32,137,319	34,044,992	+ 1,907,673
" mileage	2,049,549,813	2,081,960,864	+ 32,411,051
" carried one mile per mile of line	91,268	90,654	— *614
Average journey—miles	64	61	— *3
" passengers per train	56	54	— *2
Passenger train mileage	30,220,461	31,950,349	+ †1,729,888
Mixed " "	5,971,414	6,210,807	+ †239,393
Average receipts per passenger	1·219	1·175	— *·044
" " " "	1·191	1·920	— ·009

The number of tons of freight hauled during the year was 63,071,167, showing a decrease of 794,968 tons, or 1·24 per cent.

The average receipts per ton per mile were ·723, as compared with ·812 for 1907. The details with respect to each road will be found in Table 7.

The number of tons hauled one mile was 12,961,512,519, as compared with 11,687,711,830 during 1907. The increase in ton mileage was thus 1,273,800,689.

The density of freight traffic, as shown by the number of tons hauled one mile per mile of line, was 564,374. In 1907 this item was 520,564. This result would seem to be inconsistent with an increased railway mileage and a reduced volume of freight traffic; but the explanation is partly found in the fact that the average distance hauled was 206 miles as compared with 183 miles in 1907; while the average number of tons per train was 278 as against 260 in 1907.

The revenue freight train mileage was 40,476,370, as against 38,923,890 in 1907. The mixed train mileage in 1908 was 6,210,807; in 1907 it was 5,971,414.

The mileage of loaded freight cars was 748,924,820, of which 400,494,410 miles were north or east, while 348,430, 410 miles were south or west. The mileage of empty freight cars was reported as having been 284,944,529. The total freight car mileage was 1,033,869,349.

A summary of the facts in relation to freight traffic gives the following:—

——	1907.	1908.	Increase or Decrease.
Tons hauled	63,866,135	63,071,167	— 794,968
" 1 mile	11,687,711,830	12,961,512,519	+1,273,800,689
" 1 mile per mile of line	520,564	564,374	+ 43,810
Average haul—miles	183	206	+ 23
Freight train mileage	38,923,890	40,476,370	+ 1,552,480
Average tons per train	260	278	+ 18
" cars "	16,92	16,04	— .89
" tons " car	15,37	17,33	+ 1.96
" receipts per ton per mile	.812	.723	— .089

Further facts with regard to passenger and freight business will be found under the head of 'Earnings and Operating Expenses.' Following is a general statement of traffic covering the past thirty-four years:—

Year.	Passengers carried.	Tons of Freight, 2,000 lbs.	Year.	Passengers carried.	Tons of Freight, 2,000 lbs.
1875	5,190,416	5,670,837	1892	13,533,414	22,189,923
1876	5,544,814	6,331,757	1893	13,618,027	22,003,599
1877	6,073,233	6,859,796	1894	14,462,498	20,721,116
1878	6,443,924	7,883,472	1895	13,987,580	21,524,421
1879	6,523,816	8,348,810	1896	14,810,407	24,266,825
1880	6,462,948	9,938,858	1897	16,171,338	25,300,331
1881	6,943,671	12,065,323	1898	18,444,049	28,785,903
1882	9,352,335	13,575,787	1899	19,133,365	31,211,753
1883	9,579,084	13,266,255	1900	21,500,175	35,946,183
1884	9,982,358	13,712,269	1901	18,385,722	36,999,371
1885	9,672,599	14,659,271	1902	20,679,974	42,376,527
1886	9,861,024	15,670,460	1903	22,148,742	47,373,417
1887	10,698,638	16,356,335	1904	23,640,765	48,097,519
1888	11,416,791	17,172,759	1905	25,288,723	50,893,957
1889	12,151,105	17,928,626	1906	27,989,782	57 966,713
1890	12,821,262	20,787,469	1907	32,137,319	63,866,135
1891	13,222,568	21,753,021	1908	34,044,992	63,071,167

The freight business of 1908, as compared with 1907, shows the following tonnage by commodities:—

—	1907.	1908.
	Tons.	Tons.
Products of agriculture—		
Grain	5,776,731	5,270,935
Flour	1,402,386	1,565,008
Other mill products	654,179	836,877
Hay	803,918	643,695
Tobacco	10,042	23,235
Cotton	22,164	70,203
Fruit and vegetables	562,716	803,777
Other products of agriculture	289,525	183,237
Products of animals—		
Live stock	1,118,141	1,156,772
Dressed meats	400,900	455,580
Other packing house products	463,647	444,841
Poultry, game and fish	128,432	151,100
Wool	23,472	33,318
Hides and leather	154,157	141,341
Other products of animals	180,517	89,407
Products of mines—		
Anthracite coal	1,635,628	3,735,141
Bituminous coal	11,805,060	12,320,584
Coke	547,303	845,762
Ores	2,209,860	2,953,353
Stone, sand, &c	2,083,336	2,538,333
Other products of mines	178,985	243,054
Products of forests—		
Lumber	7,542,475	10,317,541
Other products of forests	2,687,160	2,594,685
Manufactures—		
Petroleum and other oils	270,810	390,331
Sugar	232,620	451,641
Naval stores	1,674	3,742
Iron, pig and bloom	304,136	583,948
Iron and steel rails	190,380	628,988
Castings and machinery	231,159	858,914
Bar and sheet metal	87,958	353,802
Cement, brick and lime	1,393,792	1,421,678
Agricultural implements	223,664	281,834
Wagons, carriages, tools, &c	42,129	96,197
Wines, liquors and beers	191,576	209,912
Household goods and furniture	256,208	269,299
Other manufactures	4,448,535	1,105,433
Merchandise	2,309,084	2,008,267
Miscellaneous	5,533,426	6,938,135

By classes, the above mentioned commodities gave the following totals:—

—	1907.	1908.
	Tons.	Tons.
Products of Agriculture	9,521,661	9,396,967
" Animals	2,469,266	2,472,359
" Mines	18,460,172	22,636,227
" Forests	10,229,635	12,912,226
Manufactures	7,974,641	6,655,719
Merchandise	2,309,084	2,008,267
Miscellaneous	5,533,426	6,938,135
Total	56,497,885	63,019,900

The total freight tonnage for the year 1908 was 63,071,167; so that the figures in the above table account for all but 51,267 tons. There was a larger shortage in 1907, owing probably to the difficulties which the railways found in complying for the first time with the requirements of the new schedules.

Of the total tonnage relating to commodities, 38,821,418 tons were reported as originating on the line, anad 24,198,482 as having been received from connecting roads.

EARNINGS AND OPERATING EXPENSES.

The gross earnings of railways in Canada for the year ended June 30, 1908, were $146,918,313.61, showing an increase of $180,098.93 over 1907. This total was made up of the following items:—

—	$ cts.	Per Cent.
Passenger service	46,854,158 97	31·89
Freight service	93,746,655 45	63·81
Stock yards, elevators, &c	407,866 60	·28
Car mileage, switching, &c	279,408 25	·19
Telegraphs, rents and other sources	5,630,224 34	3·83
Total	146,918,313 61	.....

Comparing 1908 with 1907, the facts with respect to gross earnings are as follows:

—	1907.	1908.	Increase or Decrease.
	$ cts.	$ cts.	$ cts.
Passenger service	45,730,652 29	46,854,158 97	+ 1,123,506 68
Freight service	94,995,087 81	93,746,655 45	− 1,248,432 36
Stock yards, elevators, &c	742,991 40	407,866 60	− 335,124 80
Car mileage, switching, &c	122,537 75	279,408 25	+ 156,870 50
Telegraphs, rents, &c	5,146,945 43	5,630,224 34	+ 483,278 91
Total	146,738,214 68	146,918,313 61	+ 180,098 93

An analysis of earnings from passenger train service for the year, and a comparison of the items with those for 1907, yields the following result:—

—	1907.	1908.	Increase.
	$ cts.	$ cts.	$ cts.
Passengers	39,184,437 64	39,992,503 11	808,065 47
Mails	1,626,704 64	1,670,120 90	43,416 26
Express	3,277,695 09	3,486,300 63	208,605 54
Other sources	1,641,814 92	1,705,234 33	63,419 41
Total	45,730,652 29	46,854,158 97	1,123,506 68

The gross earnings for 1908 represented an average of $6,389.37 per mile of railway, as compared with $6,535.64 for 1907—a decrease of $146.30.

The operating expenses aggregated $107,304,142.51, an increase over 1907 of $3,555,470.24—equal to 3·42 per cent. This total was made up of the following items:

Way and structures	$20,778,609 78	19·37 per cent.
Maintenance of equipment	20,273,625 95	18·89 "
Conducting transportation	62,486,270 59	58·23 "
General expenses	3,765,636 19	3·51 "

For the purposes of comparison, the figures for 1907 are set down side by side with those for 1908:—

—	1907.	1908.	Increase or Decrease.
	$ cts.	$ cts.	$ cts.
Way and structures	20,887,091 66	20,778,609 78	− 108,481 88
Maintenance of equipment	21,666,373 08	20,273,625 95	− 1,392,747 13
Conducting transportation	57,325,543 26	62,486,270 59	+ 5,160,727 33
General expenses	3,869,664 27	3,765,636 19	− 104,028 08
Total	103,748,672 27	107,304,142 51	+ 3,555,470 24

It will be observed that there were decreases in three out of four items; but that the added cost of conducting transportation was sufficient to create an increase in the operating expenses of $3,555,470.24, as indicated. On referring to the items making up the total of operating charges it will be seen that the principal increases were in wages and cost of fuel.

The following comparative analysis of operating expenses throws a strong light on the figures given above:—

—	1907.	Per Cent.	1908.	Per Cent.
	$ cts.		$ cts.	
Maintenance of ways and structures—				
Repairs of roadway	11,160,086 67	11·79	10,640,542 68	9·93
Renewals of rails	1,205,088 24	1·27	1,604,594 76	1·49
" ties	2,230,575 56	2·35	2,204,083 47	2·05
Repairs and renewals—bridges and culverts	1,408,552 02	1·48	1,465,753 45	1·37
" " fences, crossings, &c	481,129 18	·50	519,671 89	·49
" " buildings, &c	2,144,109 98	2·26	2,690,915 90	2·51
" " docks and wharfs	103,280 37	·10	167,017 45	·16
" " telegraph	265,183 58	·28	294,301 15	·27
Stationery and printing	30,599 20	·03	43,924 32	·04
Other expenses	78,663 70	·08	1,122,793 11	1·05
Maintenance of equipment—				
Superintendence	591,196 08	·62	621,032 61	·58
Repairs and renewals of locomotives	7,999,802 52	8·45	8,008,613 01	7·48
" " passenger cars	2,473,908 84	2·61	2,723,846 82	2·54
" " freight cars	6,933,574 61	7·32	6,855,843 98	6·40
" " work cars	146,148 39	·15	608,109 17	·57
" " marine equipment	33,221 35	·03	52,181 21	·05
" " shop machinery and tools	738,833 13	78	779,160 38	·72
Stationery and printing	74,466 22	·07	77,384 68	·07
Other expenses	815,751 04	·86	523,535 96	·49
Conducting transportation—				
Superintendence	1,611,297 91	1·70	1,956,260 03	1·83
Engine and roundhouse men	7,814,573 02	8·25	9,471,240 67	8·84
Fuel for locomotives	15,137,504 48	15·99	17,718,468 24	16·54
Water supply for locomotives	656,730 03	·69	764,790 58	·71
Oil, tallow and waste for locomotives	409,397 18	·43	383,670 36	·36
Other supplies for locomotives	195,970 04	·20	313,146 02	·29
Train service	6,228,136 56	6·58	8,155,855 59	7·61
Train supplies and expenses	1,873,515 88	1·97	2,136,581 33	2·00
Switchmen, flagmen, &c	2,013,294 16	2·12	1,690,242 28	1·58
Telegraph expenses	2,562,478 44	2·70	1,757,495 05	1·64
Station service	5,634,176 10	5·95	6,748,608 03	6·30
Station supplies	671,972 51	·71	765,240 87	·71
Switching charges—balance	114,516 96	·12	319,186 77	·30
Car mileage—balance	1,156,891 46	1·22	1,467,775 90	1·31
Hire of equipment—balance	106,008 61	·11	115,250 52	·10
Loss and damage	892,937 26	·94	1,232,518 70	1·15
Injuries to persons	642,248 43	·67	758,011 23	·70
Clearing wrecks	426,784 63	·45	372,627 40	·35
Operating marine equipment	918,769 17	·97	1,138,272 64	1 06
Advertising	451,673 54	·47	571,387 92	·53
Outside agencies	1,180,134 05	1·24	1,500,272 23	1·40
Commissions	77,509 43	·08	365,588 35	·34
Stock yards and elevators	185,304 78	·19	171,887 17	·16
Rents for tracks, terminals, &c	542,199 81	·57	1,333,401 74	1·24
Rents for buildings, &c	202,031 61	·21	135,834 45	·12
Stationery and printing	603,426 93	·63	740,851 59	·69
Other expenses	236,885 82	·25	295,729 67	·28
General expenses—				
Salaries of general officers	723,956 74	·76	775,732 94	·72
Salaries of clerks, &c	918,157 19	·97	1,085,738 37	1·01
General office expenses and supplies	195,204 97	·26	237,571 05	·22
Insurance	509,547 71	·53	615,638 68	·58
Law expenses	396,383 18	·41	445,076 69	·41
Stationery and printing	163,863 19	·17	161,271 64	·15
Other expenses	265,972 77	·28	386,499 27	·36

A word of explanation is necessary with regard to the foregoing table. In 1907 the returns were not quite complete, and the percentages were calculated on the basis of the total actually reported. For 1908 the returns were practically complete, and the percentages may be accepted as accurate. The figures are based upon a uniform

classification of accounts, and are therefore exceedingly valuable. The details with respect to each railway will be found in Table No. 9.

The operating expenses averaged $4,672.30 per mile of line, showing an increase of $51.40 per mile over 1907.

The operating expenses per train mile for all trains—which is another way of reckoning the average cost of running a train one mile—was $1·364, a decrease as compared with 1907 of ·017 cent.

Covering a period of ten years, the cost of running a train one mile—using the mileage of all trains and total operating expenses as the essential factors in the calculation—is shown to have been as follows:—

1899	$0·779
1900	0·864
1901	0·944
1902	1·028
1903	1·117
1904	1·216
1905	1·213
1906	1·198
1907	1·381
1908	1·364

It will be observed that the cost has been on a steadily ascending scale.

On the other hand, assuming that the revenue of a railway is more or less the result of the running of trains—since in one way or another all railway operations come down to that—a comparison of the gross earnings per train mile for ten years gives the following instructive showing:—

1899	$1·192
1900	1·282
1901	1·366
1902	1·501
1903	1·591
1904	1·634
1905	1·614
1906	1·723
1907	1·953
1908	1·869

The percentage of operating expenses to gross earnings was 73·04, showing an increase of 2·34 over 1907.

The net earnings for 1908 were $39,614,171.10, as against $42,989,537.41 for the preceding year. The decrease amounted to $3,375,366.31.

Net earnings were equal to $1,724.90 per mile of line, as compared with $1,914.73 for 1907, a decrease of $189.83. On a capitalization of $1,239,295,013, representing the stock and bond issue of railways in Canada, the net earnings would yield a dividend of 3·19 per cent.

There were, however, 29 reporting railways out of 87 which showed an actual deficit on the year's operations. Table No. 6 will show the details in this regard.

The following items in tabular form afford further information:—

—	1907.	1908.
Gross earnings per mile of line	$ 6,535 64	$ 6,389 37
Net " "	1,914 73	1,724 90
Earnings per passenger	1.219 00	1,175 00
" ton	1,472 00	1,486 00
" passenger train mile	1,263 00	1,228 00
" freight "	2,069 00	2,008 00
" train mile—all trains	1,875 00	1,791 00

In making the above calculations care was taken to eliminate all items of earnings which were not connected with the running of trains. For example, the average earnings per passenger were ascertained by dividing the number of passengers into the receipts from ticket sales; while the earnings per passenger train mile included the receipts from passenger fares, express, mails, excess baggage, and so on. The same rule was followed with respect to freight traffic. Mixed train mileage was necessarily included with passenger train mileage, and also with freight train mileage, in reckoning the earnings per train mile of these classes, respectively.

For the purposes of comparison, it is thought well to re-publish the table which has appeared for the past two years in railway statistics, showing the four chief sources of revenue and the percentage relationship which each bears to the whole. The figures for 1907 and 1908 are not included, for the reason that altered classifications were applied to those two years. They will be found, however, on a preceding page and also in Tables No. 6 and 7. Following is the table relating to earnings from 1875 to 1906:—

Year.	Passengers.	Per cent.	Freight.	Per cent.	Mail and Express.	Per cent.	Other Sources.	Per cent.	Total.
	$		$		$		$		$
1875	6,410,934	32·92	12,073,570	62·00	693,250	3·56	292,784	1·52	19,470,539
1876	6,254,866	32·25	12,211,158	63·08	703,994	3·63	188,064	0·96	19,358,084
1877	6,458,493	34·46	11,321,264	60·40	744,741	3·97	217,554	1·16	18,742,053
1878	6,386,325	31·12	13,129,191	63·98	795,797	3·87	208,763	1·01	20,520,078
1879	6,459,598	32·41	12,509,093	62·77	789,926	3·96	166,448	0·83	19,925,066
1880	7,076,339	30·03	15,506,935	65·81	851,288	3·18	102,075	0·43	23,561,447
1881	8,223,254	29·34	18,666,982	66·69	946,159	3·37	145,332	0·51	27,987,508
1882	10,018,477	34·51	17,729,945	61·07	1,037,460	3·57	235,857	0·81	29,027,789
1883	10,538,119	31·69	21,320,208	64·13	1,108,208	3·33	261,423	0·78	33,244,586
1884	11,204,036	33·70	20,763,243	62·12	1,155,044	3·45	299,880	0·89	33,421,705
1885	10,559,796	32·76	19,962,058	61·94	1,283,307	3·98	422,306	1·31	32,227,469
1886	10,261.691	30·73	21,183,967	63·44	1,432,360	4·02	511,362	1·53	33,389,381
1887	11,867,597	30·55	24,581,047	63·28	1,575,157	4·05	771,992	1·98	38,841,609
1888	12,744,636	30·22	26,410,084	62·64	1,627,731	3·85	1,376,699	3·26	42,159,152
1889	13,242,708	31·41	26,671,049	63·27	1,681,162	3·98	554,694	1·29	42,149,615
1890	13,731,768	29·31	29,921,788	63·87	1,757.977	3·96	1,423,592	3·25	46,843,826
1891	14,286,408	29·64	30,548,645	63·38	1,904,961	3·95	1,452,083	3·01	48,192,099
1892	14,788,465	28·61	33,230,121	64·28	1,995,059	3·85	1,672,121	3·23	51,685,768
1893	15,087,299	29·12	32,935,028	63·28	2,151,769	4·13	1,868,298	3·59	52,042,396
1894	15,452,420	31·18	29,982,482	60·50	2,182,942	4·40	1,934,682	3·94	49,552,528
1895	13,311,440	28·42	29,545,490	63·15	2,198,460	4·43	1,730,096	3·68	46,785,486
1896	13,747,773	27·19	32,368,082	64·03	2,396,082	4·07	2,033,069	4·02	50,545,569
1897	13,929,346	26·48	33,522.102	62·88	2,624,573	5·01	2,278,106	4·35	52,353,276
1898	15,622,311	26·16	38,508,175	64·48	2,732,004	4·59	2,852,613	4·77	59,715,105
1899	15,929,583	25·59	40,101,036	64·42	2,842,681	4·56	3,370,483	5·41	62,243,784
1960	18,581,452	26·26	45,643,699	64·52	3,012,486	4·25	3,502,632	4·95	70,740,270
1901	19,396,302	26·60	46,665,103	64·01	3,105,457	4·25	3,731,885	5·12	72,898,749
1902	22,600,090	27·01	53,986,672	64·52	3,273,302	3·91	3,806,437	4·54	83,666,503
1903	24,862,109	25·88	63,089,448	65·67	3,396,145	3·53	4,716,823	4 91	96,064,526
1904	26,901,831	26·84	64,673,919	64·53	4,031,662	4·02	4,612,022	4·61	100,219,436
1905	28,959,649	27 20	68,203,320	64·13	3,961,769	3·07	5,342,459	5·01	106,467.198
1906	33,392,188	26·64	81,433,115	64·97	4,510,649	3·59	5,986,912	4·77	125,322,865

The following table shows the earnings and operating expenses of railways since 1875, together with the percentage relationship which one bears to the other:—

Year.	Earnings.	Operating expenses.	Percentage of operating expenses to earnings.
	$	$	
1875	19,470,539	15,775,532	81·1
1876	19,358,084	15,802,721	81·6
1877	18,742,053	15,290,091	81·5
1878	20,520,078	16,100,102	78·4
1879	19,925,066	16,188,282	81·2
1880	23,561,447	16,840,705	71·0
1881	27,987,508	20,121,418	71·9
1882	29,027,789	22,390,708	77·1
1883	33,244,586	24,691,667	74·3
1884	33,421,705	25,595,341	76·5
1885	32,227,469	24,015,351	74·5
1886	33,589,381	24,177,582	72·4
1887	38,841,609	27,624,683	71·1
1888	42,159,152	30,652,046	72·7
1889	42,149,615	31,038,045	73·6
1890	46,843,826	32,913,350	70·2
1891	48,192,099	34,960,449	72·5
1892	51,685,768	36,488,228	70·5
1893	52,042,396	36,616,033	70·3
1894	49,552,528	35,218,432	71·7
1895	46,785,486	32,749,668	69·9
1896	50,545,569	35,042,654	69·3
1897	52,353,276	35,168,665	67·1
1898	59,715,105	39,137,549	65·5
1899	62,243,784	40,706,217	65·3
1900	70,740,270	47,699,798	67·4
1901	72,898,749	50,368,726	69·0
1902	83,666,503	57,343,592	68·3
1903	96,064,526	67,481,523	70·2
1904	100,219,436	74,563,161	74·4
1905	106,467,198	79,977,573	75·2
1906	125,322,865	87,129,434	69·5
1907	146,738,214	103,748,672	70·7
1908	146,918,314	107,304,143	73·0

It was thought desirable to ascertain the specific cost of snow clearing for at least one year, since that is an expense which railways in Canada find exceedingly burdensome. It is far from being a constant item, and in years marked by heavy snowfalls the indirect cost arising out of the stoppage of traffic probably equals the direct. The winter of 1907-8 was comparatively free from severe storms, and yet the direct expense of handling snow amounted to $993,694.55.

EQUIPMENT.

The returns with respect to equipment reveal a substantial increase in motive power and cars during the year. Following are the facts:—

——	1907.	1908.	Increase,
Locomotives	3,504	3,872	368
Freight cars	107,407	115,709	8,302
Passenger cars	3,642	4,026	384

The 3,872 locomotives were assigned to the following services :—

—	1907.	1908.	Increase.
Passenger	964	1,122	158
Freight	2,206	2,392	186
Switching	334	358	24

This motive power was equivalent to 169 locomotives for every 1,000 miles of line as compared with 156 for the preceding year. In the passenger service there was one locomotive for every 30,343 passengers carried, as against 33,337 in 1907. In the freight service there was one locomotive to every 26,368 tons of freight hauled, as compared with 28,951 for the year previous. These figures show an encouraging increase in available motive power for passenger and freight service. The returns also make it clear that the tractive power of locomotives added during the year was considerably above the average which had previously obtained.

The number of passenger miles per passenger locomotive was 1,855,580, and the number of ton miles per freight locomotive, 5,418,692. As compared with 1907 these items show an increase of 270,509 in passenger miles, and 120,545 in ton miles per locomotive.

The number of passenger cars in service during the year 1908 was 4,026, an increase of 384 over 1907. The comparative statement in this regard is as follows:—

—	1907.	1908.	Increase.
First class	1,300	1,493	193
Second class	472	487	15
Combination	405	422	17
Emigrant	272	303	31
Dining	105	114	9
Parlor	63	63	
Sleeping	212	236	24
Baggage, Express and Postal	782	873	91
Other	31	35	4
Total	3,642	4,026	384

The cars available for freight service showed a betterment of 8,302. Comparing 1908 with 1907, the following result is given:—

—	1907.	1908.	Increase.
Box	68,149	72,863	4,714
Flat	20,477	21,759	1,282
Stock	4,817	5,047	230
Coal	10,358	11,616	1,258
Tank	132	197	65
Refrigerator	1,917	2,423	506
Other	1,557	1,804	247
Total	107,407	115,709	8,302

In addition to the foregoing there were 7,180 cars in the service of railway companies, consisting of pay, gravel, derrick, caboose and other cars. Combining all classes of cars—passenger, freight and companies'—the grand aggregate was 126,915. The total number of 115,709 cars in freight service would represent an average of 5,039 per 1,000 miles of line. Last year companies' cars were erroneously included with the available equipment. Excluding them, the supply of freight cars for 1907 was equal to an average of $4,783 per 1,000 miles of line; so that there was an increase in 1908 of 256 cars per 1,000 miles of road.

Having regard to the fact that the volume of freight business in 1908 was 794,968 tons below that of 1907, the increase in equipment above indicated may be viewed with satisfaction. The car situation in 1908 was reflected in the monthly bulletins of the American Railway Association, which had reference to Canadian lines controlling over 100,000 freight cars. On November 27, 1907, a shortage of 4,702 cars had been reported. From that date onward there was a steady accumulation of cars on sidings, until on April 29 last an actual surplus of 17,466 cars of all classes was returned. On June 24 the excess stood at 11,998 cars.

By a simple calculation it will be seen that the freight traffic of 1908 was equal to a service of 545 tons per car. This was 49 tons below the average for 1907.

It is most important, however, to take account of the capacity of cars as well as their number. The returns in 1907 were incomplete. Nevertheless, 105,540 cars gave a total carrying capacity of 2,908,903 tons, representing an average of 27·56 tons per car. For 1908 the capacity of 115,867 cars was reported at 3,277,394 tons. These figures give an average of 28·28 tons per car; or a betterment of ·72 for the year.

Comparing the returns of 1907 and 1908 with respect to capacity, the following result is given:—

—	1907.		1908.	
	Number.	Capacity in tons.	Number.	Capacity in tons.
Box	66,934	1,848,980	72,862	2,048,227
Flat	20,118	535,167	21,781	592,496
Stock	4,731	122,550	5,047	133,578
Coal	10,060	291,638	11,616	362,233
Tank	132	2,632	197	4,000
Refrigerator	1,745	48,745	2,423	69,000
Other	1,820	59,200	1,941	67,410
Total	105,540	2,908,903	115,867	3,277,394

In measuring the available car supply, it must always be remembered that the normal number of cars undergoing repairs is about 5·02 per cent. This, on a total of 115,709 freight cars, would mean that at least 5,808 cars may be assumed to be in the shops at all times. The percentage of shop cars reached 9·5 per cent at one time in 1908.

Tables 13 and 14 will afford considerable information in detail with regard to the car supply of the various reporting lines.

TRAIN, CAR AND LOCOMOTIVE MILEAGE.

The total train mileage for 1908 was 78,637,526, an increase of 3,521,761 over 1907. Comparing the two years, the result is as follows:—

—	1907.	1908.	Increase.
Passenger trains	30,220,461	31,950,349	1,729,888
Freight "	39,923,890	40,476,370	552,480
Mixed "	5,971,414	6,210,807	239,393
Total	75,115,765	78,637,526	3,521,761

Detailed information with regard to the above summary will be found in Table 11.

Following is a summary of train and locomotive mileage since 1875.

Year.	Passenger Trains.	Freight Trains.	Mixed Trains.	Total Train Mileage.	Engine Mileage.
1875	5,206,353	10,910,181	1,563,644	17,680,178	19,633,026
1876	5,837,461	9,616,148	2,650,019	18,103,628	21,001,052
1877	6,271,980	11,403,517	1,775,316	19,450,813	22,231,840
1878	6,225,327	9,981,786	3,462,334	19,669,447	24,091,600
1879	6,987,919	6,516,636	7,068,450	20,731,689	24,735,862
1880	7,312,168	10,775,380	4,157,292	22,427,449	26,575,969
1881	8,298,957	15,163,634	2,099,487	27,301,306	34,265,003
1882	15,074,891	15,638,013	2,375,393	27,846,411	33,374,847
1883	9,651,427	16,123,357	10,951,424	37,416,092	47,688,528
1884	9,315,694	15,710,630	4,254,595	29,758,676	37,390,874
1885	9,511,455	16,382,553	4,729,681	30,623,689	38,749,234
1886	9,214,131	15,914,127	5,182,557	30,481,086	37,359,499
1887	10,838,993	17,997,819	4,539,900	33,638,748	43,276,468
1888	11,859,684	20,651,834	4,763,318	37,391,206	46,489,229
1889	12,900,483	20,739,391	5,179,506	38,819,380	47,708,138
1890	14,362,870	22,428,249	5,058,210	41,849,329	49,512,630
1891	14,987,647	23,592,370	4,819,161	43,399,178	56,950,343
1892	15,237,093	24,399,014	4,812,361	44,448,468	56,994,253
1893	15,859,978	23,220,761	5,305,214	44,385,953	57,587,382
1894	16,542,860	21,423,496	5,803,673	43,770,029	57,401,514
1895	15,332,276	19,939,699	5,389,915	40,661,890	51,339,885
1896	15,846,645	23,299,776	5,354,181	44,500,602	55,786,960
1897	17,237,974	23,595,000	4,947,877	45,780,851	54,729,490
1898	19,305,603	26,868,366	4,514,424	50,688,283	60,103,944
1899	20,093,378	26,922,348	5,199,481	52,215,207	64,582,807
1900	20,922,098	24,662,906	9,592,867	55,177,871	67,712,252
1901	19,115,472	23,888,302	10,345,620	53,349,394	68,621,424
1902	21,104,036	24,891,813	9,734,007	55,729,856	70,275,615
1903	22,095,705	28,840,434	9,446,781	60,382,920	77,178,493
1904	23,502,876	28,278,310	9,530,816	61,312,002	80,508,064
1905	25,428,018	34,372,998	6,133,098	65,934,114	84,335,732
1906	28,071,648	39,045,168	5,606,666	72,723,482	94,180,788
1907	30,220,461	39,923,890	5,971,414	75,115,765	100,154,966
1908	31,950,349	40,476,370	6,210,807	78,637,526	100,622,241

The following table shows the earnings per freight train mile and per ton since 1875:—

Year.	Freight Earnings.	Freight Train Mileage.	Number of Tons Carried.	Earnings per Train Mile.	Average Earnings per Ton Carried.
	$	Mileage.	Tons.	$ cts.	$ cts.
1875	12,073,570	12,473,825	5,670,837	·968	2·129
1876	12,211,158	12,266,167	6,331,757	·995	1·928
1877	11,321,264	13,178,833	6,859,796	·859	1·650
1878	13,129,191	13,444,120	7,883,472	·977	1·665
1879	12,509,093	13,579,086	8,348,810	·921	1·498
1880	15,506,935	14,932,672	9,938,858	1·038	1·560
1881	18,666,982	17,263,121	12,065,323	1·081	1·547
1882	17,729,945	18,013,406	13,575,787	·984	1·305
1883	21,320,208	27,074,761	13,266,255	·787	1·607
1884	20,763,243	19,965,225	13,712,269	1·039	1·514
1885	19,962,058	21,112,234	14,659,271	·946	1·371
1886	21,183,967	21,096,684	15,670,460	1·004	1·351
1887	24,581,047	22,537,719	16,356.335	1·091	1·502
1888	26,410,084	25,415,152	17,172,759	1·039	1·537
1889	26,671,049	25,918,897	17,928,626	1·029	1·487
1890	29,921,788	27,486,459	20,787,469	1·089	1·439
1891	30,548,645	28,411,531	21,753,021	1·075	1·404
1892	33,230,121	29,211,375	22,189,923	1·138	1·502
1893	32,935,028	28,525,975	22,003,599	1·155	1·496
1894	29,982,482	27,227,169	20,721,116	1·101	1·446
1895	29,545,490	25,329,614	21,524,421	1·166	1·372
1896	32,368,082	28,653,957	24,266,825	1·130	1·333
1897	33,522,102	28,542,877	25,300,331	1·174	1·324
1898	38,508,175	31,382,790	28,785,903	1·227	1·340
1899	40,101,036	32,121,829	31,211,753	1·248	1·284
1900	45,643,699	34,255,773	35,946,183	1·332	1·269
1901	46,665,103	33,233,922	36,999,371	1·363	1·261
1902	53,986,672	34,625,820	42,376,527	1·559	1·273
1903	63,089,448	38,287,215	47.373,417	1·648	1·331
1904	64,673,919	37,809,126	48,097,519	1·711	1·344
1905	68,203,320	40,506,096	50,893,957	1.684	1·340
1906	81,433,115	44,651,834	57,966,713	1·824	1·405
1907	94,995,087	44,895,304	63,866,135	2·116	1·472
1908	93,746,655	46,687,177	63,071,167	2·008	1·486

The mileage of loaded freight cars in 1908 was 748,924,820 miles. This mileage was divided as follows:—North or East, 400, 494, 410; South or West, 348, 430, 410.

The mileage of empty freight cars was 284,944,529 miles, of which 157,823,627 were North or East, and 127,120,902 South or West.

The combined mileage of loaded and empty freight cars reached the total of 1,033,869,349 miles. Statistics with respect to car mileage were not available until 1908; so that comparisons with previous years cannot be made.

It will be observed, however, that the heavier movement of loaded cars was easterly. Singularly, too, the mileage of empty cars was reported as being larger in that direction. This, to say the least, is obviously inconsistent, and points to an indifferent treatment of the car mileage schedule by the railways as a whole.

The locomotive mileage for 1908 amounted to 100,622,241 miles, as compared with 100,154,966 in 1907. That the engine mileage was largely in excess of the total train mileage shows the extent to which—as also in the hauling of empty cars—railways are required to use motive power for purposes which do not yield a direct revenue.

SESSIONAL PAPER No. 20b

FUEL CONSUMED BY LOCOMOTIVES.

The cost of fuel for locomotives ranks next to salaries and wages in the operating expenses of railways. It reached the total of $17,718,468.24 in 1908.

In volume the aggregate consumption of fuel in 1908 amounted to 5,970,791 tons, as compared with 5,608,954 tons in 1907. Following are the details:—

Class of Locomotive.	Coal.		Wood.		Total Tons of Fuel.	Miles run.	Fuel consumed per 100 Miles.
	Anthracite.	Bituminous.	Hard.	Soft.			
	Tons.	Tons.	Cords.	Cords.			Tons.
Freight		3,306,499	176	23,391	3,318,283	42,291,082	7·84
Passenger	1,404	1,440,057	216	10,699	1,446,919	30,504,171	4·74
Mixed	2,684	346,463	282	3,267	350,921	7,410,971	4·73
Switching	334	595,318	2	4,879	598,092	14,941,179	4·00
Construction	415	255,185	1	1,831	256,576	5,474,838	4·69
Total	4,837	5,943,522	677	44,067	5,970,791	100,622,241	

Two cords of wood calculated as one ton of fuel.

The average cost of fuel in 1908 was $3.19 per ton. The consumption per 100 miles is shown to have been slightly larger for all classes of locomotives than in 1907, the comparison being as follows:—

Locomotives.	1907.			1908.		
	Total Tons of Fuel.	Miles run.	Fuel consumed per 100 Miles.	Total Tons of Fuel.	Miles run.	Fuel consumed per 100 Miles.
	Tons.	Miles.	Tons.	Tons.	Miles.	Tons.
Freight	3,194,510	43,824,909	7·29	3,318,283	42,291,082	7·84
Passenger	1,331,178	29,110,258	4·57	1,446,919	30,504,171	4·74
Mixed	303,549	7,492,278	4·05	350,921	7,410,971	4·73
Switching	557,576	14,816,272	3·76	598,092	14,941,179	4·00
Construction	223,141	4,911,249	4·54	256,576	5,474,838	4·69
Total	5,608,954	100,154,966		5,970,791	100,622,241	

ACCIDENTS.

The returns of accidents for 1908 show that 449 persons were killed and 2,347 injured. As compared with 1907 the fatalities were 149 less, while the number of persons injured was greater by 195. Divided into classes, the result is as follows:—

—	Killed.		Injured.	
	1907.	1908.	1907.	1908.
	No.	No.	No.	No.
Passengers	70	28	352	345
Employees	249	224	1,126	1,793
Trespassers	195	156	125	120
Non-trespassers	70	22	88	59
Postal clerks, expressmen, &c	3	16	7	3
Other persons	11	3	454	27
Total	598	449	2,152	2,347

These figures indicate that during 1908 one passenger in every 1,215,893 was killed, and one in every 98,681 was injured. In the preceding year there was one in every 459,104 killed, and one in every 91,299 injured.

In 1907 one passenger was killed for every 431,721 miles run by passenger trains, and one was injured for every 85,853 miles run. In 1908 one passenger was killed for every 1,141,084 miles run, and one injured for every 92,609 miles run; so that an encouraging betterment took place in this regard during the past year.

Comparing 1907 and 1908 the causes of accidents to passengers are summarized as follows:—

—	Killed.		Injured.	
	1907.	1908.	1907.	1908.
Collisions	26	2	93	88
Derailments	21	8	127	131
Parting of trains	.....	.....	3	1
Falling from trains, &c	2	6	36	20
Jumping on or off	10	6	38	50
Struck at highways	4	.....	7	.....
" stations	4	3	3	5
" other points	.....	2	1	1
Other causes	3	1	44	49

There were 224 employees killed in 1908, and 1,793 injured—a decrease of 25 in those killed and an increase of 195 in those injured, as against 1907. Among those included in the above figures were 16 postal clerks, expressmen and Pullman car employees killed and 3 injured, who, while not employed by the railways, were employed on the railways.

These facts point, among other things, to the exceedingly hazardous nature of employment in connection with railway operations. In 1908 there were 100,739 persons employed on the railways of Canada, apart from those in the offices; so that one in every 449 was killed, and one in every 56 injured. The toll was, of course, much heavier in the case of trainmen—those who were directly concerned with the running of trains, such as enginemen, firemen, conductors and brakemen. Of these there were 18,300 in the railway service in 1908, and one in every 168 was killed, and one in every 23 injured.

By classes of employees the accidents during 1907 and 1908 were divided as follow:—

	Killed.		Injured.	
	1907.	1908.	1907.	1908.
Trainmen	149	109	781	780
Trackmen	53	36	104	307
Switch tenders, watchmen, &c	7	11	47	40
Station men	3	4	3	66
Shopmen	9	11	16	284
Telegraph employees	.....	2	3	4
Other employees	28	51	167	312
Total	249	224	1,126	1,793

Of the total number of fatal accidents to employees, 22 were from causes other than those resulting from the movement of trains, locomotives and cars, and affected 4 trackmen, 1 station man, 6 shopmen and 11 other employees. There were 682 injured in the same way, of whom 196 were trackmen, 45 station men, 251 shopmen, and 190 other employees.

With respect to the causes of accidents to employees resulting from the movement of trains, locomotives or cars, and comparing 1908 with the preceding year, the facts are as follows:—

	Killed.		Injured.	
	1907.	1908.	1907.	1908.
Coupling or uncoupling	34	20	141	183
Collisions	46	25	135	80
Derailments	12	15	56	60
Parting of trains	2	1	16	11
Locomotives or cars breaking down	1	1	6	16
Falling from trains, &c	32	32	186	185
Jumping on or off	7	8	66	108
Struck by trains, &c	85	81	130	116
Overhead obstructions	2	3	13	14
Other causes	28	16	377	340

Measuring the hazard of those who are in the employ of railways by train mileage, it may be said that in 1908 one employee was killed for every 351,060 miles run by trains of all classes, and one injured for every 43,858 miles. Applying this test to trainmen, of whom 109 were killed and 780 injured during the year, the result is one killed for every 721,455 miles run, and one injured for every 100,817.

The running of railway trains, however, brings death and injuries to other than railway employees and passengers. In 1908 there were 156 trespassers killed and 120 injured. Of non-trespassers 22 were killed and 59 injured. Of the trespassers who were killed 107 came to their death at various points along the track, while 16 lost their lives in attempting to get on or off trains or cars. These were for the most part tramps and wayfarers, who passed down into nameless graves. It is most significant

that 10 trespassers were killed and 7 injured at public crossings. Last year 21 lost their lives in the same way and 67 were injured. They are the imprudent people who attempt to cross tracks, or pass under or over cars, when the guard gates are down.

Of the 22 non-trespassers who were killed and 59 injured during the past year, 15 lost their lives and 40 were injured at highway crossings. These figures show a decrease of 6 in the killed and 27 in the injured as compared with 1907.

At this point there is a conflict of testimony. A special schedule was submitted to the railways in 1908, with the end in view of specifically ascertaining what proportion of the accidents happened at rural and at urban crossings. An urban crossing was defined to be in cities and towns, while those in villages were included with the rural. The answers to this special schedule do not agree with those given in the ordinary schedule. They give the following result:—

—	Urban Crossings.	Rural Crossings.	Total.
Killed	30	21	51
Injured	35	33	68

It would appear that the danger bears a more or less fixed relationship to the use made of crossings, since the accidents in 1908 at urban intersections were in excess of those which happened at rural points. This form of inquiry will be continued, in order that the facts for a series of years may be got together.

Another special schedule was issued during the year in relation to level crossings, the direct purpose of which was to learn definitely the number of such crossings in the Dominion and their character. The facts are as follow:—

Level crossings—guarded	3,115
" " —unguarded	11,884
Total	14,999

Applying the test of averages to these figures, and bearing in mind that during the year 10 persons were killed and 7 injured at protected crossings, it would appear that one person was killed for every 311·5 and one injured for every 445 protected crossings; while one person was killed for every 289·8 and one injured for every 194·8 unprotected crossings. In 1907 there were 21 persons killed at protected crossings.

The whole question of safety in railway travel is attracting more and more attention as the facts in relation to accidents accumulate. Last year the question of broken rails was dealt with in this report at some length, and, since the situation in that regard was not materially altered during 1908, it is not considered necessary to go over the ground again. Another phase of the problem has been treated, namely, the general installation of improved signal methods as a preventive measure. Mr. John Murphy, Electrical Engineer of the Department of Railways and Canals and also of the Railway Commission, was asked to make certain definite investigations and to report the result thereof. He has done so, and his statement of facts will be found as Appendix B to this report. It is given without comment at this stage of the inquiry.

As to whether or not absolute immunity from accidents can be secured, must

always be a matter of speculation. If every individual identified with the running of trains did his duty—if there were neither carelessness nor blundering—and if the roadbed, rails and equipment were perfect, it would seem that casualties could not occur. The deplorable loss of life and limb which goes on every year appears inseparable from the business of railroading. Since, however, the failure of the human factor is in some way responsible for practically all accidents, it becomes a question of the first importance to determine, if possible, to what extent automatic devices may be made to place a check on the forgetfulness or mistakes of individuals upon whose actions safety depends. That casualties may, under favourable conditions, be prevented is clearly demonstrated by the experience of the Government railway system in New South Wales. From the report of the Chief Commissioner for the year ended June 30, 1908, the following is taken:—

'Additional safety appliances and improvements have been made at various places, and every reasonable precaution has been taken to insure safe working, but much requires to be done in the interlocking of points and signals at many of the larger stations, and provision is being made to proceed with these improvements within the current financial year. In this connectioon, it may be stated that during the past seven years, 258,620,836 passengers have been carried, and only one member of the travelling public was fatally injured owing to accidents to passenger trains.'

When a statement like that is contrasted with the fact that during the same period of seven years 246 passengers were killed by the railways of Canada, out of 185,890,297 carried, the inference is unavoidable that there may have been some connection between the facts set forth in the first sentence of the quotation and those in the second. In other words, that safety appliances in New South Wales were effective, while the absence of them in Canada in a measure led to melancholy results.

The following table will afford further information with regard to accidents:—

Year.	Passengers.		Employees.		Others.		Total.		Passengers.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	One killed in every	One injured in every
1888	20	70	107	619	104	86	213	775	534,931	152,837
1889	37	103	89	637	84	135	210	875	328,408	117,971
1890	11	52	83	682	124	101	218	835	1,165,569	246,562
1891	13	105	65	582	118	131	193	818	1,017,120	125,929
1892	14	43	110	697	109	139	233	879	966,672	314,730
1893	11	57	72	331	133	120	216	708	1,238,002	238,912
1894	12	64	67	521	132	107	211	694	1,205,208	225,976
1895	9	47	51	489	127	122	187	658	1,554,175	297,608
1896	11	62	46	446	104	111	161	619	1,346,400	238,877
1897	7	70	76	579	130	158	213	807	2,310,191	231,019
1898	5	72	98	862	167	163	270	1,097	3,688,809	256,167
1899	20	119	119	882	145	184	284	1,185	956,668	160,784
1900	7	131	123	941	195	245	325	1,317	3,071,45	164,123
1901	16	134	118	970	183	213	317	1,317	1,149,108	137,207
1902	19	177	146	930	165	221	330	1,328	1,088,419	116,836
1903	53	258	186	956	181	239	420	1,453	417,900	85,848
1904	25	232	192	214	178	259	395	705	945,630	101,899
1905	35	244	206	920	227	193	468	1,357	722,535	103,642
1906	16	231	139	893	206	241	361	1,365	1,749,361	121,168
1907	70	352	249	1,126	268	220	587	1,698	459,104	91,299
1908	28	345	224	1,793	197	209	449	2,347	1,215,893	98,681

Details by railways will be found in Table No. 16.

RAILWAY EMPLOYEES.

On June 30, 1908, there were 106,402 persons employed by the railways of Canada, as compared with 124,012 in 1907. Of these 708 were not classified. These figures show a reduction of 17,600 in the staff during the year, which is all the more surprising when set over against the fact that the wages bill was larger by $1,657,114 than for 1907. The returns do not in themselves explain the causes which operated to bring about this reduction of 14·2 per cent in the number of employees; but several facts disclosed by the statistics for the past year throw a strong light on the situation.

On June 30, 1907, the railway business in Canada was active beyond precedent. The volume of traffic was growing rapidly. In the autumn, however, there came evidences of slackness. When the movement of grain had been minimized by winter conditions, cars began to accumulate in the yards and sidings; so that by April, 1908, there was an unparalleled surplus. The facts in this regard are dealt with under the head of 'Equipment.'

Meanwhile, a steady advance in wages had taken place, as the details of operating expenses show. Then commenced a cutting down of the working staff. It is a fair deduction from the data at hand, however, that this did not take place until near the close of the railway year. The total number of hours worked, and the aggregate of wages paid, strongly support this view. In fact, no other conclusion can be deduced from the facts at hand.

The number of employees by classes, in 1907 and 1908, was as follows:—

—	1907.	1908.	Increase or Decrease.
General Officers	336	318	− 18
Other "	461	526	+ 65
General clerks	4,214	4,795	+ 581
Station agents	2,586	2,522	− 14
Other station men	11,829	8,908	− 2,921
Enginemen	4,351	3,868	− 483
Firemen	4,760	4,206	− 554
Conductors	2,911	2,719	− 192
Other trainmen	8,261	7,507	− 754
Machinists	2,486	2,759	+ 273
Carpenters	3,215	3,190	− 25
Other shopmen	12,579	11,873	− 706
Section foremen	3,903	4,017	+ 114
Other trackmen	30,614	20,068	− 10,546
Switch tenders, &c	2,364	1,849	− 515
Telegraph operators	2,987	2,686	− 301
Employees, floating equipment	5,426	7,273	+ 1,847
All other employees	20,779	17,318	− 3,461
Total	124,012	106,404	− 17,608

The distribution of the total wages bill for the year, compared at the same time with the figures for 1907, gives the following result:—

	1907.		1908.	
	No.	Amount.	No.	Amount.
		$		$
General administration	5,126	3,760,138	5,665	4,173,835
Maintenance of way and structures	48,516	15,398,885	34,271	14,715,572
" equipment	21,495	12,161,917	21,617	13,008,104
Conducting transportation	48,875	27,398,553	44,143	28,479,096
Undistributed	.....	.....	708	.....
Total	124,012	58,719,493	106,404	60,376,607

TAXATION OF RAILWAYS.

The railways of Canada paid $1,309,399.70 in taxes during the year 1908. This sum was divided as follows:—

Ad valorem tax	$ 387,465 48
Specific tax	921,934 22
Total	$1,309,399 70

The ad valorem tax was levided by municipalities, and the specific by the provinces. Special inquiries were made during the year to ascertain the basis of taxation adopted by the various provinces, and the facts are as follow:—

Ontario.—Section 6 of 'An Act to Supplement the Revenues of the Crown,' assented to on April 14 last, provides:

'Every company owning, operating or using a railway shall pay a tax of $60 per mile for one track, and, where the line consists of two or more tracks, of $20 per mile for each additional track, owned, operated or used in any organized county; and of $40 per mile for one track, and, where the line consists of two or more tracks, of $10 per mile for each additional track, in territory without county organization; provided that a company owning, operating or using a railway which, either by itself or in conjunction with any other railway leased by it or to which it is leased or with which it is amalgamated or together with which it forms one system does not exceed 150 miles in length from terminus to terminus, shall in lieu of the said tax pay a tax of $15 per mile for one track and, where the line consists of two or more tracks, of $5 per mile for each additional track, and where the railway or system does not exceed 30 miles in length from terminus to terminus a tax of $10 per mile for one track and $5 per mile for each additional track.

'Every company owning, operating or using a street railway or part thereof in a city for carrying passengers shall pay for each mile of track within the city a tax of: (*a*) $20 when such mileage does not exceed 20 miles; (*b*) $35 when such mileage exceeds 20 miles but does not exceed 30 miles; (*c*) $45 when such mileage exceeds 30 miles but does not exceed 50 miles, and (*d*) $60 when such mileage exceeds 50 miles. The mileage shall be computed on the single track, each mile of double track being

counted as two miles of single track; but in calculating the mileage switches or sidings, tracks into car stables or car sheds, Y's and curves laid at street corners and portions of track not in general use for passenger traffic shall not be counted.'

The municipalities also impose taxes on railways in Ontario.

Quebec.—Section 8 of 'The Act to Impose Taxes on Commercial Corporations, &c.,' reads:

'Every railway company owning, operating or using in whole or in part in this province, a steam or electric railway, shall pay upon each main line thirty dollars per mile for one track, and, where the line consists of two or more tracks, fifteen dollars per mile for each additional track owned, operated or used as aforesaid; upon each branch line twenty dollars per mile for one track, and where the line consists of two or more tracks, ten dollars per mile for each additional track.'

A municipal tax also exists in the province of Quebec.

Nova Scotia and New Brunswick.—In neither of these provinces are railways subject to any form of taxation.

Manitoba.—Section 5 of the Act relating to Railway Taxation enacts:

'In order to supplement the Revenue of the Crown in the province of Manitoba every railroad company at present owning or operating, or which may hereafter own or operate, any line or lines of railroad within the said province shall annually pay to the Crown in the province a part or portion of the gross earnings of such railway companies in the province of Manitoba as follows:—In and for the year 1900, 1901 and 1902, two per cent of the gross earnings of such companies. In each and every year after the year 1902 such sums as may be determined by the Lieutenant-Governor-in-Council, not exceeding, however, three per cent of the gross earnings of the companies.'

Saskatchewan.—Section 3 of the 'Act respecting the Taxation of the Earnings of Railway Companies' provides as follows:—

'Every railway company at present owning or operating or which may hereafter own or operate any line or lines of railway situated or partly situated within Saskatchewan shall during the year one thousand nine hundred and eight and annually thereafter pay to the Crown in this province such part or portion of its gross earnings derived from the said line or lines of railway or such portions thereof as are within Saskatchewan as may be determined by the Lieutenant-Governor in Council not to exceed the following:—(*a*) In respect of that part of the railway or branch of railway in operation for seven years or more three per cent of the gross earnings derived from the operation of the same; (*b*) In respect of that part of the railway or branch of railway in operation for five years or more and less than seven years one and one-half per cent of such gross earnings; Provided that no tax shall be payable hereunder on the gross earnings of any railway or branch thereof until such railway or branch has been in operation for five years.'

Alberta.—Although the specific terms of legislation on the subject are not available, it is apparent that a specific tax of about $120 per mile is imposed. For the past year a mileage of 571·45 paid to the province $68,490.51 in taxes. For the purposes of this measure the valuation of railways within the province of Alberta was fixed at $11,985·34 per mile.

ELECTRIC RAILWAYS.

The mileage of electric railways in the Dominion was increased during the year 1908 from 814·52 to 992·03—a gain of 177·51 miles. Four reporting lines were added since 1907, bringing the number up to 53.

On June 30, 1908, the total paid-up capital was shown to be $87,903,231, as against $75,195,475 in 1907—an increase of $12,707,756. A comparison with 1907 of the items making up the aggregate of capital gives the following result:—

—	1907.	1908.
	$	$
Ordinary shares	39,251,746	45,425,558
Preference "	4,240,000	4,869,708
Bonds	28,459,537	33,859,651
Other sources	2,707,439	3,254,968
Subsidies	636,744	493,346
Total	75,195,475	87,903,231

Of the aid alluded to above $118,400 came from the Dominion, $306,945.50 from the provinces and $151,000 from municipalities. The difference in the item of subsidies, as between 1907 and 1908, is accounted for by the unpaid sums excluded from the latter year.

The floating debt on June 30, 1908, amounted to $5,363,319.70, as against $7,567,624.90 in 1907.

—	1907.	1908.
	$	$
Passenger	12,013,421	13,233,724
Freight	344,367	346,021
Mails and express	41,951	54,883
Other sources	233,190	372,421
Total	12,630,430	14,007,049

The operating expenses amounted to $8,695,879.91—an increase of $958,628.14 over 1907. The items making up this total, compared with the preceding year, were as follow:—

—	1907.	1908.
	$	$
Way and buildings	765,685	912,929
Motive power	1,412,359	1,803,723
Maintenance of cars	1,060,783	1,118,925
General	4,498,424	4,860,303
Total	7,737,251	8,695,880

The proportion of operating expenses to gross earnings was 62·08 ,an increase of ·83 over the result for the preceding year.

The net earnings of $5,311,169.57 showed a betterment of $412,515.99, as compared with 1907. This result was equal to 6·04 per cent on the total capital.

The public service of electric railways in 1908 was shown in 299,099,309 passengers and 732,475 tons of freight carried. As compared with 1907 these figures show an increase of 26,099,905 passengers and 252,744 tons of freight. The car mileage totalled 56,964,881 miles, of which 56,412,035 were made by passenger cars and 552,846 by freight cars. There were also 303,391 miles made by locomotives.

The equipment of lines was bettered during the year by the addition of 237 cars, of which 178 were of Canadian and 59 of foreign manufacture.

A comparison of the number of employees in 1907 and 1908 shows the following result:—

—	1907.	1908.
Staff officers	190	172
Clerks	483	570
Conductors	2,394	2,592
Motormen	2,252	2,459
Other employees	3,712	4,161
Total employees	9,031	9,954
Total pay list	$5,291,585	$5,757,578

It will be seen that the number of employees was increased by 923, and the total pay-list by $465,993. The aggregate of salaries and wages was equal to 66·21 of the operating expenses.

The returns of accidents for the year show 67 persons killed and 1,883 injured—a decrease of 4 in the number killed and an increase of 147 in the number injured as compared with 1907. Of the killed, 18 were passengers, 6 employees and 43 classified as 'others.' Of the injured, there were 1,156 passengers, 188 employees and 539 others. Comparing 1907 and 1908, the result is as follows:—

—	1907.		1908.	
	Killed.	Injured.	Killed.	Injured.
Passengers	27	988	18	1,156
Employees	7	216	6	188
Others	37	532	42	539

The causes assigned for the accidents during 1908 were:—

—	Killed.	Injured.
Fell from cars	5	65
Jumping on or off cars	6	911
Working near track	0	1
Arms or heads out of windows	1	10
Coupling cars	0	5
Collisions or derailments	3	164
Struck at highway crossings	30	114
On track	15	136
Striking bridges	0	3
Other causes	7	474
Total	67	1,883

The following is a digest of facts relating to electric railways in the Dominion during the years since 1901:—

	1901.	1902.	1903.	1904.	1905.	1906.	1907.	1908.
Total mileage	*674.58	557.59	759.36	766.50	793.12	813.74	814.52	992.03
Paid up Capital	$39,076,018	41,593,063	47,096,453	50,399,188	61,033,321	63,857,967	73,567,795	87,903,231
Gross earnings	$5,768,283	6,486,438	7,233,677	8,453,609	9,357,125	10,966,871	12,630,430	14,007,049
Net earnings	$2,333,120	2,683,583	2,760,819	3,127,092	3,438,931	4,291,834	4,971,624	5,311,170
Earnings—passenger traffic	$5,529,687	6,195,915	6,888,409	8,082,373	8,932,913	10,438,000	12,013,421	13,233,724
" freight	$95,082	127,917	164,188	182,143	216,022	288,105	344,367	346,021
" mails and express	$33,135	15,952	20,276	30,738	31,753	35,041	41,951	54 883
" other sources	$110,377	146,652	160,803	158,353	176,435	205,724	233,190	372,421
Total operating expenses	$3,435,162	3,802,855	4,472,858	5,326,516	5,918,194	6,675,037	7,737,251	8,695,880
Maintenance of way and buildings	$310,892	445,837	481,236	606,146	629,656	608,767	765,684	912,929
Cost of motive power	$502,101	541,087	777,201	1,377,199	1,240,001	1,242,075	1,412,358	1,803,723
Maintenance of cars	$322,700	353,891	606,602	659,213	747,073	894,460	1,060,783	1,118,925
General and operating charges	$2,299,468	2,462,038	2,607,817	2,683,957	3,301,462	3,929,733	4,498,424	4,860,303
Total car mileage	31,750,754	35,833,841	38,028,529	42,066,124	45,959,101	50,618,836	53,361,227	56,964,881
Passengers carried	120,934,656	137,681,402	155,662,812	181,689,998	203,467,317	237,655,074	273,999,404	299,099,309
Tons of freight carried	287,926	266,182	371,286	400,161	510,350	506,024	479,731	732,475

* Improperly included, double track and sidings.

ACCIDENTS.

Année.	KILLED.				INJURED.				PASSENGERS.		
	Passengers.	Employees.	Others.	Total.	Passengers.	Employees.	Others.	Total.	Number carried.	Killed one in every	Injured one in every
1901	3	1	11	15	158	58	98	314	120,934,656	40,311,552	255,137
1902	9	1	22	32	410	33	120	563	137,681,402	15,297,933	335,808
1903	10	7	22	39	504	62	212	778	155,662,812	15,566,281	308,855
1904	10	3	40	53	508	64	272	844	181,689,998	18,168,999	357,657
1905	30	3	23	56	862	87	347	1,296	203,467,317	6,782,243	236,041
1906	11	2	34	47	1,085	127	441	1,653	237,655,074	21,605,006	219,037
1907	27	7	37	71	988	216	532	1,736	273,999,404	10,148,126	277,327
1908	18	6	43	67	1,156	188	539	1,883	299,099,309	16,616,628	258,736

For the year 1909 new statistical schedules and classifications have been adopted, which will secure two desirable results: First, a uniform method of accounting, and second, uniformity of electric railway statistics as between Canada and the United States.

I have the honour to be, Sir,
Your obedient servant,

J. L. PAYNE,
Comptroller of Railway Statistics.

TABLE I.—Showing Location of Steam Railways of the Dominion of Canada, June 30, 1908.

Name of Railway.	Description.	Distance. Miles.	Total.
Alberta Railway and Irrigation Co	From Lethbridge, in District of Alberta, N.W.T., to Coutts, on International boundary, 4 ft. 8½ in. gauge.	64·61	
	Also third rail for 20 miles, making a gauge of 3 ft.		
	Stirling to Cardston	47·21	
			111·82
Albert Southern	Harvey Branch Junction to Alma, N.B.	16·00	
	Harvey Branch, Albert, to Harvey Bank, N.B.	3·00	
			19·00
Algoma Central and Hudson Bay	Sault Ste. Marie to Chippewa—Main line.	69·35	
	Branch—Michipicoten to Helen Mines	10·29	
	Josephine Junction to Josephine Mine	10·00	
			89·64
Atlantic, Quebec and Western	82 miles under construction		20·00
Baie des Chaleurs in Atlantic and Lake Superior System	Metapedia Station on I.C.R. to Paspebiac, 100 miles		100·00
Bay of Quinté Railway	Deseronto to Bannockburn	76·00	
	" west of Deseronto	2·00	
	Yarker to Sydenham	11·37	
			89·37
Bedlington and Nelson	International boundary at Port Hill to Jct. Can. Pac. Ry. at Creston, and from Jct. with C. P. R. at Sirdar to Kuscomok		23·97
	Leased—Wilks to Sirdar Junction		8·67
Beersville Coal and Railway Co.	From Adamsville to Mount Carlyle		8·63
Brandon, Saskatchewan and Hudson Bay	International boundary at Bannerman to Brandon, Man.		69 45
Bessemer and Barry's Bay			5·00
British Yukon	White Pass to White Horse Spur, B.C., and Branch to White Horse		90 32
Buctouche and Moncton	Moncton, on Intercolonial Railway, to Buctouche, N.B.		32·00
Brockville, Westport and North Western	Brockville to Westport, Ont.		45·00
Bruce Mines and Algoma	Town of Bruce Mines to Rock Lake Mine		17·28
Canada Atlantic, including Ottawa, Arnprior and Parry Sound Railway, now in Grand Trunk System	City of Ottawa to Junction with Grand Trunk at Lacolle and U. S. boundary. Crosses the St. Lawrence at Coteau by bridge. Connects with Grand Trunk Railway at Coteau and Lacolle, and Ottawa to Depot Harbour, Lake Huron, near Parry Sound		396·41
Central Counties	From Glen Robertson, on Canada Atlantic, to Hawkesbury, Ont.	22·24	
Leased to Canada Atlantic	South Indian, on Canada Atlantic, to Rockland	16·25	
			38·49
Canadian Northern	Port Arthur to Rainy River	286·90	
	International boundary to Winnipeg	108·00	
	Beaver to Edmonton	751·36	
	Branches—Stanley Junction to Gunflint Lake	66·90	
	" Carman Junction to Somerset	78·60	
	" Neepawa Junction to McCreary Junction	70·40	
	" Gilbert Plains Junction to Prince Albert	360·60	
	" Sifton Junction to Winnipegosis	21·20	
	" Emerson to South Junction	72·70	
	" Winnipeg Transfer Track	9·96	
	" Rossburn Junction to Rossburn	79·00	
	" Greenway to Adelpha	52·10	
	" Arizona Junction to Brandon Junction	77·00	
	" Brandon Junction to Carberry	22·80	
	" Oak Point Junction to Oak Point	60·40	
	" Hartney to Virden	37·40	
	" Battleford to Battleford Junction	8·00	

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TABLE showing Location of Railways, &c.—*Continued.*

Name of Railway.	Description.	Distance. Miles.	Total.
Canadian Northern—*Con.*	Branches—Edmonton Junction to Mornville	22·90	
	" Edmonton to Stony Plains	21·40	
	" Oakland to Tobogan	17·30	
	" Thunderhill Junction to Provincial boundary	20·10	
			2,245·02
Canada Coals and Railway Co., formerly Joggins	Maccan Station, I.C.R., to Joggins Coal Mine		12·00
Canada Southern	Main Line—Windsor, Ont., to Suspension Bridge	226·18	
	Amherstburg Branch—Essex Centre to Amherstburg	16·83	
	St. Clair Branch—St. Clair Junction to Courtright	62·63	
	Fort Erie Branch—Fort Erie to Welland Junction	17·50	
	Erie and Niagara Branch—Old Fort Erie to Niagara	30·60	
	Oil Springs Branch—Oil Springs to Oil City	5·50	
Leased	Sarnia, Chatham and Erie—Oil City to Petrolea	7·00	
"	Leamington and St. Clair—Comber to Leamington	15·95	
			382·19
Canada Eastern, now included in Intercolonial Railway	Late Northern and Western of New Brunswick		
	Fredericton to Loggieville	125·00	
Canadian Pacific :			
Owned	Main Line—Quebec to St. Martin's Junction	159·80	
	" Montreal to Ottawa	120·30	
	" Ottawa to Bonfield	223·60	
	" Bonfield to Vancouver	2.564·50	
			3,068·20
	Branches—Dunmore to Crows Nest	213·90	
	" Piles Junction to Grand Piles	26·90	
	" Berthier Junction to Berthier	2·10	
	" Joliette Junction to St. Félix	16·60	
	" Ste. Thérésé Junction to St. Jérome	13 30	
	" " to St. Eustache	6·00	
Montreal and Western	" St. Jerome to Labelle	66·90	
	" St. Lin Junction to St. Lin	15·10	
	" Buckingham Stn. to Buckingham Village	3·20	
Brockville and Ottawa Railway	" Carleton Junction to Brockville	44·90	
	" Sudbury to Sault St. Marie	179·20	
	" Sudbury to Copper Mines	5·60	
	" Dyment to Ottamine	6 90	
	" Molson to Lac du Bonnet	22·00	
	" McGregor to Varcoe	54·90	
	" Whittier Junction to Emerson	63·80	
	" Rugby Junction to Manitou	99·60	
	" Rugby Junction to Winnipeg Beach	56·10	
	" Rosenfeldt to Gretna	13·70	
	" Rugby Junction to Komarno	45·80	
	" Rudyard to Kaleida	8·00	
	Souris Branch { Kennay to Estevan	156 20	
	Souris Branch { Glenboro' to Souris	46·00	
	Souris Branch { Deloraine to Napinka	18·60	
	Branches—Schwitzer Junction to Regina	207·80	
	" North Portal to Pasque	160·30	
	" New Westminster Jct. to New Westminster	8·20	
Lake Témiscamingue Colonization	" Mattawa to Kippewa	47·90	
	" Mission Junction to Sumas	10·00	
	" Revelstoke to Arrow Head	27·40	
	" Vancouver to Coal Harbour	1·20	
	" Three Forks to Sandon	4·30	
	" Wood Bay to Mowbray	25·70	
	" North Star Junction to Kimberly	19·10	
	" Deloraine to Lyleton	37·40	
	" Fernie to Fernie Mines	5·00	
	" Kirkella to Nokomis	231·60	
	" Marysville Junction to Marysville	0·90	
	" Crows Nest to Kootenay Landing	180·90	

TABLE showing Location of Railways, &c.—*Continued.*

Name of Railway.	Description.		Distance. Miles.	Total.
Canadian Pacific—*Continued.*				
Lake Témiscamingue Colonization	Branches—Selkirk Junction to Selkirk		0·90	
	" Wolseley to Reston		121·90	
	" Lauder to Jackson Creek		29·10	
	" Bolton Junction to Romford		226·00	
				2,531·00
	Total mileage owned			5,599·20
Leased lines	Atlantic and North-west (in Canada)—			
	South end Lachine Bridge to Maine boundary, Que.	182·60		
	Renfrew Jct. to Eganville, Ont.	18·80		
			201·40	
	St. Lawrence and Ottawa—			
	Ottawa to Prescott, Ont.	51·70		
	Chaudière Junction to Sussex St., Ottawa	6·60		
			58·30	
	Ontario and Quebec—			
	Montreal (Windsor Sta.,) to Toronto Jct.	338·90		
	Mile End to Adirondack Jct.	10·00		
	St. Luc Jct. to Western Jct.	1·70		
	Toronto Jct. to Toronto (Union Station)	4·70		
	Leaside Jct. " "	5·30		
	London to Windsor	112·60		
			473·20	
	Credit Valley—			
	Toronto Junction to St. Thomas	116·80		
	Streetsville Junction to Melville Jct.	31·60		
	Cataract to Elora	27·30		
			175·70	
	West Ontario Pacific—Woodstock to London		26·60	
	Toronto, Grey and Bruce—			
	Toronto Junction to Owen Sound	116·60		
	Orangeville Junction to Teeswater	67·90		
	Wingham Junction to Wingham	4·60		
	Mount Forest Tank to Mount Forest	1·20		
			190·30	
	Guelph Junction—			
	Guelph Junction on Credit Valley Ry. to Guelph		15·00	
	Montreal and Lake Maskinongé—			
	St. Félix to St. Gabriel de Brandon		11·00	
	Montreal and Ottawa—			
	Vaudreuil to Jct. with the Canada Atlantic	86·70		
	Rigaud to Pt. Fortune	6.80		
			93.50	
	Lindsay, Bobcaygeon and Pontypool—			
	Burketon Junction to Bobcaygeon		38·70	
	Toronto, Hamilton and Buffalo—			
	Hamilton Junction to Hamilton		2·70	
	Cap de la Madeleine—			
	From Main Line C.P.R., at Junction with Piles branch to Cap de la Madeleine		2·30	
	New Brunswick—			
	Woodstock to Maine boundary	59·50		
	Newburg Junction to Fredericton	58·00		
	Aroostook Junction to Edmondston	57·10		
			174·60	
	St. John and Maine—			
	Vanceboro to St. John	90·30		
	Fairville to West St. John	3·50		
			93·80	
	Fredericton—			
	Fredericton Junction to Fredericton		22·10	

TABLE showing Location of Railways, &c.—*Continued.*

Name of Railway.	Description.		Distance. Miles.	Total.
Canadian Pacific—*Continued.* Leased Lines	New Brunswick and Canada—			
	McAdam Junction to St. Stephen	33·90		
	Watt Junction to St. Andrews	27·50		
	McAdam Junction to Woodstock	51·10		
	Debec Junction to Maine boundary	5·10		
			117·60	
	St. Stephen and Milltown Ry.—			
	St. Stephen to Milltown		4·60	
	Tobique Valley—			
	Perth Centre to Plaster Rock		27·50	
	Manitoba and Northwestern—			
	Portage la Prairie to Yorkton	222·90		
	Binscarth to Russell	12·30		
	Yorktown to Sheho	12·20		
	Saskatchewan and Western—Minnedosa to Rapid City	18·20		
			295·60	
	Manitoba Southwestern Colonization—			
	Manitou to Deloraine	100·30		
	La Riviere to Glenboro'	102·70		
	Elm Creek to Carman	12·10		
			215·10	
	Great Northwest Central—			
	Chater to Miniota	71·60		
	Forrest to Lenore	40·70		
			111·70	
	British Columbia Southern—			
	Nelson to Proctor	20·40		
	Curzon to Kingsgate	8·50		
			28·90	
	Northern Colonization—			
	Labelle to Nominique		23.50	
	Shuswap and Okanagan—			
	From Jct. with C.P.R. at Sicamous to Lake Okanagan		50·80	
	Nakusp and Slocan—			
	Nakusp on Arrow Lake to Three Forks of Carpenter's Creek, B.C.		36·40	
	Columbia and Western—			
	Castlegar Junction to Midway	103·20		
	Castlegar Junction to Rossland	29·30		
	Trail to Smelter Junction	2·00		
	Mining Spurs, including Rossland to Le Roi	24·80		
			159·30	
	Kootenay and Arrowhead—			
	Lardo to Gerrard		33·20	
	Columbia and Kootenay—			
	Nelson to Robson	27·40		
	Spur to mouth of Kootenay River	·80		
	Slocan Junction to Slocan	31·30		
			59·50	
	Vancouver and Lulu Island, Vancouver, to Steveston		16·90	
	Calgary and Edmonton—			
	Calgary Junction to Strathcona	190·60		
	" to MacLeod Junction	105·20		
	Wetaskiwin to Hardesty	95·00		
	Lacombe to Stettler	49·60		
			440·40	
	Ottawa Northern and Western—			
	Hull to Waltham	77·50		
	Hull Junction to Maniwaki	80·90		
			158·40	
	Tilsonburg, Lake Erie and Pacific—			
	Ingersoll to Port Burwell		33·40	

TABLE showing Location of Railways, &c.—*Continued.*

Name of Railway.	Description.	Distance. Miles.	Total.
Canadian Pacific—*Con.* Leased lines	Guelph and Goderich— Guelph to Goderich	79·90	
	Nicola, Kamloops, and Similkameen— Nicola to Spence's Bridge	47·00	
	Walkerton and Lucknow— Walkerton to Saugeen Junction	37·70	
	Total mileage leased		3,556·60
	" owned		5,599·20
	" in Can. Pac. system		9,155·80
Canadian Government Railways	Intercolonial—		
	Halifax to St. Rosalie Junction	796·43	
	Dartmouth Branch	12·38	
	Truro to Sydney	214·55	
	Pt. du Chene to St. John	100·74	
	Indian Town Branch	13·51	
	St. Leonard Junction to Nicolet	14·61	
	River Ouelle Branch	6·25	
	St. Charles Junction to Chaudière Junction	16·98	
	Dalhousie Branch	7·00	
	Pictou to Oxford Junction	69·10	
	Brown's Point to Stellarton	12·23	
	New Glasgow Junction to Pictou Landing	7·76	
	Pugwash Junction to Pugwash	4·70	
	Fredericton to Loggieville	125·00	
	Sydney Mines Branch	7·08	
	Freight Branches	42·90	
			1,451·22
	Windsor Branch (32 miles) of I.C.Ry. is operated by Dominion Atlantic Ry.		
	Prince Edward Island—		
	Main Line—Tignish to Georgetown	158·60	
	Charlottetown to Murray Harbour	52·30	
	Branch—Mount Stewart to Souris	38·40	
	" Montague Junction to Montague	6·20	
	" Emerald to Cape Traverse	12·00	
			267·50
			1,718·72
Canadian Northern, Ontario	Toronto to Parry Sound		146·80
Canadian Northern, Quebec	Hawkesbury to River à Pierre	169·00	
	Montfort Junction to Huberdeau	33·00	
	St. Jerome to Montfort Junction	15·20	
	Montreal to Joliette	36·20	
	Branches	13·40	
			266·80
Cape Breton Railway	Point Tupper to St. Peters	30·00	
	Terminal at St. Peters	1·00	
			31·00
Caraquet	From Gloucester Junction, Intercolonial Railway, 5 miles south of Bathurst Station, easterly along the south shore of Baie des Chaleurs to Shippigan Harbour, N.-B.		68·00
Carillon and Grenville	Carillon to Grenville, Que., connecting at both termini with Ottawa River Navigation Company's steamers (Gauge, 5 ft. 6 in)		13·00

TABLE showing Location of Railways, &c.—*Continued.*

Name of Railway.	Description.	Distance. Miles.	Distance. Total.
Central Ontario	Picton to Trenton Junction 32·17 Trenton Junction to Coe Hill 72·60 Ormsby Junction to Maynooth 35·36		140·13
Central Railway of New Brunswick, now New Brunswick Coal and Railway Company	From Norton Station, on the Intercolonial Railway, to Chipman	44·66	
	Extension, Chipman to Minto	13·34	58·00
Campbellford, Lake Ontario and Western	From Cobourg, Ont., to Junction with Central Ontario Railway, 49 miles under construction.		
Crows Nest Southern	International Boundary to Michel, B.C.		74·18
Cumberland Railway and Coal Company (formerly Spring Hill and Parrsboro')	Spring Hill Junction, Intercolonial Railway, to Spring Hill Coal Mines, N.S., and Parrsboro', on the Bay of Fundy		32·00
	Spring Hill and Oxford Branch, 14 miles from Spring Hill Mines to Oxford Village on the Oxford and New Glasgow Branch, I.C.R., not in operation.		
Dominion Atlantic, comprising Windsor and Annapolis, Yarmouth and Annapolis and Cornwallis Valley and lease of Windsor Branch of Intercolonial and Midland of Nova Scotia	Windsor to Yarmouth	169·68	
	Branches—		
	Wilmot to Torbrook	5·26	
	From Kentville to Kingsport, on Basin of Minas (formerly Cornwallis Valley Railway)	14·00	
	Windsor Branch of I.C.R.—Windsor to Windsor Junction, Intercolonial Railway, 14 miles from Halifax, leased	32·00	
	Windsor to Truro	57·44	278·38
Edmonton, Yukon and Pacific	Strathcona to Edmonton, N.W.T.		4·50
Elgin and Havelock	From Elgin, County of Albert, N.B., to Petitcodiac Junction with Intercolonial Railway; thence to Havelock in County of King's, N.B.	27·00	
	Havelock to Keith's Mills	1·00	28·00
Esquimalt and Nanaimo	Victoria to Wellington, Island of Vancouver.		78·00
Fredericton and St. Mary's Ry. Bridge, now in Intercolonial Ry.	Over the St. John River, connecting the Fredericton Railway, at Fredericton, with the New Brunswick Railway, and Canada Eastern Ry., at St. Mary's		
Grand Trunk (owned)—			
Eastern Division			736·36
Northern Division			884·64
Middle Division			1,326·14
			2,947·14
Leased and partly owned	Buffalo and Lake Huron Ry		
	Fort Erie to Goderich	161·30	161·30
	Total mileage owned and leased		3,108·44

TABLE showing Location of Railways, &c.—*Continued.*

Name of Railway.	Description.	Distance. Miles.	Distance. Total.
St. Clair Tunnel and approaches.	Under the St. Clair River, between Sarnia and Port Huron—connecting the Grand Trunk Railway with railroads in State of Michigan. (Length of tunnel between portals 6,000 ft., cylindrical in section with clear inside diameter of 19 ft. 10 inches).		2·25
Grand Trunk Pacific	Under construction, 698 miles track laid		
Gulf Shore	Junction with Caraquet Railway at Pokemouche to Tracadie operated by Caraquet Ry.		16·78
Halifax and South-western, formerly Nova Scotia Southern, including Central Nova Scotia, Halifax and Yarmouth and Middleton and Victoria Beach.	Halifax to Yarmouth	246·80	
	Mahone Junction to Lunenburg	7·60	
	Bridgewater Junction to Middleton Junction	53·20	
	New Germany Junction to Caledonia	22·21	
	Middleton Junction to Victoria Beach	40·00	
			369·81
Hampton and St. Martin, formerly St. Martin and Upham	From Hampton on Intercolonial Ry. to St. Martin, County of St. John, N.B., on Bay of Fundy		30·00
Hereford	From International Boundary to Lime Ridge, Quebec, connects with Canadian Pacific Railway at Cookshire, Maine Central at International boundary, and with Quebec Central at Dudswell		52·85
Hillcrest Ry. and Coal Co	Hillcrest Jct. to Hillcrest		1·50
Interprovincial Railway, Bridge and approaches, now included in Ottawa, Northern & Western	Across the Ottawa River at City of Ottawa	1·40	
Irondale, Bancroft and Ottawa	From Junction with Grand Trunk Railway near Kinmount Station, to Bancroft Station		48·00
Inverness and Richmond, now Inverness Ry. and Coal Co	Inverness to Point Tupper Junction		65·50
Kaslo and Slocan	From Kaslo to Sandon, B.C	28·33	
	From Junction to Cody	3·40	
			31·73
Kent Northern and leased line	Richibucto, N.B., to Kent Jct. Intercolonial Railway		27·00
St. Louis and Richibucto	Richibucto, to St. Louis		7·00
Kettle River Valley	Grand Forks to International boundary		3·86
Kingston and Pembroke	Main Line Kingston to Renfrew	103·40	
	Glendower Branch—Bedford to Zanesville Mine	4·10	
	Robertsville Branch—To Robertsville Mines	·90	
	Branches—To Doran's Mills, Charcoal Works McLaren's Mills, Bethlehem Iron Mines, Lavant Mills, Clyde Forks Mills, Wilson's Mine, Carswell's Mills, William's Mine, Cameron Bay	1·40	
	(Connects with Grand Trunk at Kingston, Canadian Pacific at Sharbot Lake and at Renfrew.)		
			109·80
Klondike Mines Railway	Dawson City to Sulphur Springs	31·81	
Lenora Mount Sicker	Lenora Mines to Crofton, B.C		12·00
Lotbinière and Mégantic	Lyster Station, Grand Trunk, to St. Jean des Chaillons		30·00
Lake Erie and Detroit River	Walkerville, Ont., to St. Thomas	126·78	
Erie and Huron	Rondeau to Sarnia	72 03	
			198·81
London and Port Stanley	London to Port Stanley on Lake Erie		23·66
Liverpool and Milton	From Liverpool, N.S., to Milton		5·53
Manitoulin and North Shore	Sudbury to Gertrude Mines		13·69
Maganetawan River	Burks Falls, on Grand Trunk Ry., to Maganetawan River		1 91
Middleton and Victoria Beach, now included in Halifax and Southwestern system	Middleton to Victoria Beach		

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TABLE showing Location of Railways, &c.—*Continued.*

Name of Railway.	Description.	Distance. Miles.	Total.
The Manitoba Ry., formerly—The Northern Pacific & Manitoba, the Winnipeg Transfer Ry., the Portage and Northwestern the Waskada and Northeastern leased to Govt. of Manitoba and operated by the Canadian Northern. ...	International boundary to Winnipeg, and branches...	.....	350·68
Marmora Ry. and Mining Co., (formerly Ontario, Belmont and Northern)	Central Ontario Junction to Wanston.....	.....	9·60
Midland of Nova Scotia (formerly Stewiack Valley.....	From Windsor to Truro, N.S., *see* Dominion Atlantic Railway.....	.....	
Massawippi Valley.....	From Lennoxville to Vermont boundary, there connecting with Connecticut and Passumpsic Rivers Railway; also connects with Grand Trunk and C.P.R., at Lennoxville.....	31·95	
	Branch—Stanstead Junction to Stanstead.....	3·51	35·46
Midland of Manitoba....	International Boundary to Portage la Prairie...	77·01	
	" " Morden.....	15·25	92·26
Montreal and Vermont Junction.	From Junction with Stanstead, Shefford and Chambly Railway, 2½ miles east of St. Johns, P.Q., to Junction with Vermont and Canada Railway, at Vermont boundray; also connects at Stanbridge with Lake Champlain and St. Lawrence Junction Railway.....	.....	23·60
Montreal, Portland and Boston, now Montreal and Province Line...	Junction with Grand Trunk at St. Lambert to Farnham.....	32·00	
	Marieville to St. Césaire.....	8.60	
	Farnham to Freligsburgh.....	18·00	58·60
Montreal and Atlantic (formerly Southeastern).....	Main Line—Farnham to Richford on International boundary.....	43·70	
	Sutton Junction to Drummondville.....	59·20	
		102·90	
	Leased—Lake Champlain and St. Lawrence Junction—Stanbridge to St. Guillaume	60·50	163·40
	(Connects with Connecticut and Passumpsic, Grand Trunk and Stanstead, Shefford and Chambly Rys).		
Morrissey, Fernie and Michel....	From Swinton to Carbonado, B.C. and leased line...	.....	10·85
Napierville Junction.....	St. Constant Junction to Rouse's Point	.....	27·11
Nelson and Fort Sheppard.....	From Five Mile Point to Fort Sheppard on International boundary, B.C.....	.....	60·12
New Glasgow Iron, Coal and Railway Company, now Nova Scotia Steel and Coal Co..	From Ferrona Junction, I.C.R., to Sunny Brae.....	.....	12·50
New Brunswick and Prince Edward Island	From Sackville Station, Intercolonial Railway to		
New Brunswick Southern (formerly Shore Line).....	Cape Tormentine.	.....	36·00
	St. John, N.B., to St. Stephen, N.B.....	.....	82·35
New Westminster Southern.....	Douglas to South Westminster.....	.....	24·10
Nosbonsing and Nipissing.....	From Lake Nosbonsing to Lake Nipissing.	.....	5·50
Orford Mountain..... . ..	Windsor Mills to Maissonville.....	.....	55·10
Ottawa and New York	From Ottawa to International boundary near Cornwall		56·90
Pembroke Southern leased to Canada Atlantic.....	From Pembroke to Golden Lake.....		21·36

TABLE showing Location of Railways, &c.—*Continued.*

Name of Railway.	Description.	Distance. Miles.	Distance. Total.
Philipsburg Ry. and Quarry Co..	Stanbridge Station of Canadian Pacific and Central Vermont Railways, to Philipsburg, Missisquoi Co..	. .....	6·00
Pontiac and Renfrew.....	From Wyman's Station, on Pontiac Pacific Junction Railway, to Bristol Iron Mines, County Pontiac. Que	.....	4·25
Princeton Branch of Washington Co., Ry., (U.S.)...	International Boundary near Waring to International boundary near Woodland.....	.....	5·10
Qu'Appelle, Long Lake and Saskatchewan (in Can. Northern System)	From Canadian Pacific Railway at Regina, Northwesterly to Long Lake and Prince Albert....	.....	255·50
Quebec Bridge and approaches to connect adjacent railways.	(Across St. Lawrence River at Quebec, under construction 10 miles).		
Quebec and Lake St. John.....	Quebec to Chambord Junction.....	176·00	
	Chambord Junction to Chicoutimi.....	51·00	
	Valcartier to Gosford	5·50	
	Chambord Junction to Roberval.....	14·00	
			246·50
Quebec Central.....	Main Line—Sherbrooke to Harlaka Junction, Intercolonial Railway 5 miles from Lévis, Que..... ...	138·00	
	Beauce Junction to St. George	24·00	
	Tring Megantic—Tring Junction to Megantic.....	60·00	
	(Connects with Grand Trunk, Canadian Pacific and Boston and Maine Rys. at Sherbrooke).		222·00
Quebec and New Brunswick.....	From Chaudiere Junction to Connors, N.B., 135 miles, 3 miles under construction).		
Quebec, Montmorency and Charlevoix.....	Hedleyville, Parish of St. Roch, Quebec, to Cap Tourmente.....	.....	26·00
Quebec Southern, comprising East Richelieu Valley Railway and United Counties— And South Shore Railway.....	Noyan Junction to St. Robert Junction.....	82·00	
	From Pierreville to Junction with Grand Trunk at St. Lambert.....	61·75	
			143·75
Red Mountain.....	From International boundary Line, B.C., to Rossland		9·59
Restigouche and Western, now International of New Brunswick	Campbellton, N.B., to St. Leonard's. 110 miles (67 miles under construction)..		43·00
Rutland and Noyan.....	International Boundary to Noyan Jct.....	.....	3·39
Stanstead, Shefford and Chambly	From Junction with Montreal and Vermont Junction Railway, near St. John, Que., easterly to Waterloo	.....	43 00
St. John Bridge and Railway Extension, now leased by Canadian Pacific Ry..... .	From St. John to Fairville, crosses St. John River at the Falls by a cantilever steel bridge, and connects Intercolonial Railway with New Brunswick Railway, C.P.R., included in Canadian Pacific System, 2 00 miles.		
St. John Valley and Rivière du Loup.....	From Fredericton, N.B., to Woodstock, N.B., 66 miles, of which 6 miles are built.....	.....	.....
Salisbury and Harvey (formerly Albert Railway).....	Salisbury to Albert, N.B	.....	50·00
Schomberg and Aurora..... .	Bond Lake, Ont., to Schomberg....	.....	14 40
St. Lawrence and Adirondack...	From Jct. with Canada Atlantic near Valleyfield to International boundary.....	19·92	
	Beauharnois to Junction with Canadian Pacific at Adirondack Junction	12·90	
	Leased—Valleyfield to Beauharnois.....	13·30	
			46·12
Sydney and Louisburg (Dominion Coal Co).....	Sydney Harbour to Louisburg Harbour.....	39.31	
	Branches to coal mines	13·44	
	Sydney Junction to Sydney.....	1·25	
			54·30

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TABLE showing Location of Railways, &c.—*Concluded.*

Name of Railway.	Distribution.	Distance. Miles.	Distance. Total.
St. Mary's River, now Alberta Railway and Irrigation Co.			
Temiscamingue and Northern Ontario	North Bay to Matheson.		209·40
Thousand Islands	Gananoque on St. Lawrence River to Thousand Island Junction		6·33
Témiscouata	Rivière du Loup, Que., on International, to Edmundston, N.B., on the New Brunswick Railway	81·00	
	Branch—Edmundston to Connors, on St. John River.	32·00	
			113·00
Tilsonburg, Lake Erie and Pacific	Port Burwell to Ingersoll, now in Can. Pac. Ry		
Toronto, Hamilton and Buffalo, including Brantford, Waterloo and Lake Erie	Waterford Jct. with Canada Southern to Welland Junction with Canada Southern—passing through the city of Hamilton	79·88	
	Hamilton to Grand Trunk Junction	·27	
	Belt Line, Hamilton	3·52	
			83·67
Trans-Canada	From Roberval to Port Simpson across the continent, 60 miles from Roberval, westward under construction.		
Victoria and Sidney	Victoria to Sidney, B.C		16·26
Victoria Terminal Railway and Ferry	City of Victoria		1·14
Vancouver, Victoria and Eastern	Laurier to Grand Forks	16·47	
	Grand Forks Junction to Phoenix	25·82	
	Grand Forks to Granby Smelter	4·74	
	Midway to International Boundary	28·89	
	Chopaka to Keremoes	18·20	
	New Westminster to Vancouver	14·79	
	Cloverdale to Port Guichon	17·31	
			126·22
Wellington Colliery	Union Bay to Cumberland		10·75
	Wellington Extension to Ladysmith		9·94
York and Carleton	Junction with Canada Eastern Ry. at Cross Creek Station to Ryan Brook, N.B.		10·50
	Total mileage		22,966·43

TABLE 2.—Summary of Mileage Operated for the

Number.	Name of Railway.	Single Track.						
		Line represented by Capital Stock.		Line of Proprietary companies.	Line operated under lease.	Line operated under contract &c.	Line operated under trackage rights.	Total mileage operated.
		Main line.	Branches and spurs.					
1	Alberta Ry. & Irrigation Co	111·29	·53				1·60	113·42
2	Albert Southern	19·00						19·00
3	Algoma Central & Hudson Bay	89·64						89·64
4	Atlantic & Lake Superior	100·00						100·00
5	Atlantic, Quebec & Western (under construction)	20,00						20,00
6	Bay of Quinté	78·00	11·37				19·00	108·37
7	Bedlington and Nelson	15·30			8·67			23·97
8	Beersville Coal & Ry. Co., (now North Shore Ry)	6·13	2·50					8·63
9	Bessemer & Barry's Bay	5·00						5·00
10	Brandon, Saskatchewan & Hudson Bay	69·45						69·45
11	British Yukon	85·80	4·52					90·32
12	Brockville, Westport & Northwestern	45·00						45·00
13	Bruce Mines and Algoma	17·28						17·28
14	Buctouche and Moncton	32·00						32·00
15	Canada Coals & Ry Co. (now Maritime Ry. & Power Co)	12·00						12·00
16	Canada Southern	226·18	156·01					382·19
	Canadian Govt. Rys.—							
17	Intercolonial	1,408·32	42 90				40·30	1,491·52
18	Prince Edward Island	150·90	116·60					267·50
19	Canadian Northern	1,146·26	1,100·06		349·44	255·50		2,851·20
20	Canadian Northern, Ontario	144·80	2·00				4·00	150·80
21	Canadian Northern, Quebec	169·00	97·80					266·80
22	Canadian Pacific	2,564 50	2,110·46	3,018·00	1,294 50	168·40	93·90	9,249·70
23	Cape Breton	31·00						31·00
24	Caraquet	68·00			16·78			84·78
25	Carillon and Grenville	13·00						13·00
26	Central Ontario	140·13						140·13
27	Crow's Nest Southern	74·18						74·18
28	Cumberland Ry. & Coal Co	32·00						32 00
29	Dominion Atlantic	241·12	5·26		32·00		14·51	292·89
29½	Edmonton, Yukon & Pacific	4·50						4·50
30	Elgin & Havelock	27·00	1·00					28 00
31	Esquimalt & Nanaimo	78·00						78·00
32	*Grand Trunk Pacific							
33	Grand Trunk (in Canada)	2,947·14			161·30		9·87	3,118·31
34	Grand Trunk (Canada Atlantic)	396·41			59·85			456·26
35	Halifax & Southwestern	246·80	123·01				2·30	372·11
36	Hampton and St. Martins	30·00						30·00
37	Hereford	52·85						52·85
38	Hillcrest Ry. Coal & Coke Co	1·50						1·50
39	International of New Brunswick	43·00						43·00
40	Inverness Ry. & Coal Co	65·50						65·50
41	Irondale, Bancroft & Ottawa	48·00						48·00
42	Kaslo and Slocan, B. C	28·33	3·40					31·73
43	Kent Northern	27·00						27·00
44	Kettle River Valley	3·86						3·86
45	Kingston & Pembroke	103·40	6·40					109·80
46	Klondyke Mines	31 81						31·81
47	Lake Erie & Detroit River (Pere Marquette System)	198·81					142·13	340·94
48	Liverpool & Milton	5·28	·25					5 53
49	Lotbinière & Megantic	30·00						30·00
50	London & Port Stanley	23·66					·42	24·08
51	Maganetawan River	1·91						1·91
52	Manitoulin and North Shore	12·15	1·54					13·69
53	Massawippi Valley	31·95	3·51					35·46

*Under construction ; 698 miles track laid to June 30, 1908.

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Year ending June 30, 1908.—All Tracks.

			Second Track.							
New line constructed during year.	Rails.		Line represented by Capital Stock.		Line operated under lease.	Line operated under trackage rights.	Total Mileage operated.	New line constructed during year.	Rails.	Number.
	Iron.	Steel.	Main line.	Branches and spurs.					Steel.	
		111·82								1
		19·00								2
		89·64								3
		100·00								4
		20·00								5
		89·37								6
		23·97								7
		8·63								8
		5·00								9
		69·45								10
		90·32								11
		45·00								12
		17·28								13
		32·00								14
		12·00								15
		382·19	226·18	16·80			242·98		242·98	16
		1,451·22	16·00			28·18	44·18		16·00	17
	1·30	266·20								18
		2,851·20								19
		146·80								20
		266·80								21
		9,155·80	162·40		47·50		209·90		209·90	22
		31·00								23
		84·78								24
		13·00								25
		140·13								26
20·98		74·18								27
		32·00								28
·42		278·38								29
		4·50								29½
		28·00								30
		78·00								31
										32
		3,108·44	697·16				697·16		697·16	33
		456·26	·88				·88		·88	34
		369·81								35
		30·00								36
		52·85								37
		1·50								38
		43·00								39
		65·50								40
		48·00								41
		31·73								42
		27·00								43
		3·86								44
	6·40	103·40								45
		31·81								46
		198·81								47
		5·53								48
		30·00								49
		23·66								50
		1·91								51
		13·69	1·38				1·38		1·38	52
		35·46								53

TABLE 2.—SUMMARY of Mileage Operated for

Number.	Name of Railway.	Single Track.						
		Line represented by Capital Stock.		Lines of proprietary companies.	Line operated under lease.	Line operated under contract etc.	Line operated under trackage rights.	Total mileage operated.
		Main line.	Branches and spurs.					
54	Midland of Manitoba	92·26						92·26
55	Montreal and Atlantic	102·90			60·50			163·40
56	Montreal and Province Line	50·00	8·60					58·60
57	Montreal and Vermont Junction	23·60						23·60
58	Morrissey, Fernie and Michel	5·82			5·03			10·85
59	Marmora Ry. and Mining Co.	9·60						9·60
60	Napierville Junction	27·11						27 11
61	Nelson and Fort Sheppard	55·42			4·70			60·12
62	New Brunswick Coal and Ry. Co.	58·00						58·00
63	New Brunswick and Prince Edward Island	36·00						36·00
64	New Brunswick Southern	82·19	0·16					82·35
65	New Westminster Southern	24·10					1·48	25·58
66	Nosbonsing and Nipissing	5·50						5·50
67	Nova Scotia Steel and Coal Co.	12·50						12·50
68	Orford Mountain	28·60	26·50					55·10
69	Ottawa and New York	56 90					1·90	58·80
70	Philipsburg Ry. and Quarry Co.	6·00						6·00
71	Pontiac and Renfrew	4·25						4·25
72	Princeton Branch of Washington Co. Ry.	5·10						5·10
73	Quebec Bridge and Ry. Co. (under construction							
74	Quebec Central	138·00	84·00					222·00
75	Quebec and Lake St. John	227·00	19·50					246·50
76	Quebec Ry. Light and Power Co.	24·00				2·00		26·00
77	Quebec, Montreal and Southern	143·75						143·75
78	Red Mountain	9·59						9·59
79	Rutland and Noyan	3·39						3·39
80	Salisbury and Harvey	45·00	5·00					50·00
81	Schomberg and Aurora	14·40						14·40
82	Stanstead, Shefford and Chambly	43·00						43·00
83	St. Clair Tunnel	2·25						2·25
84	St. Lawrence and Adirondack	32·82			13·30		8·92	55·04
85	Sydney and Louisburg	39·51	14·79					54·30
86	St. Louis and Richibucto	7·00						7·00
87	Temiscouata	113·00						113·00
88	Temiskaming & Northern Ontario	205·00	4·40					209·40
89	Thousand Islands	6·08	·25					6·33
90	Toronto, Hamilton and Buffalo	79·88	3·79				4·36	88·03
91	Vancouver Copper Co. (formerly Lenora Mt. Sicker)	12·00						12·00
92	Vancouver, Victoria and Eastern	126·22						126·22
93	Victoria and Sydney, B.C.	16·26						16·26
94	" Terminal Ry. & Ferry Co.	1·14						1·14
95	Wellington Colliery Co.	10·75						10·75
96	" Ladysmith Extension	9·94						9·94
97	York and Carleton	10·50						10·50
	Final Totals	13,560·47	3,955·99	3,018.00	2,006·07	425·90	344·69	23,311·12

the Year ending June 30, 1908.—All Tracks.

			Second Track.							
New line constructed during year.	Rails.		Line represented by Capital Stock.		Line operated under lease.	Line operated under trackage rights.	Total mileage operated.	New line constructed during year.	Rails.	Number.
	Iron.	Steel.	Main line.	Branches and spurs.					Steel.	
15·25		92·26								54
		163·40	6·40				6·40		6·40	55
		58·60								56
		23·60								57
		10·85								58
		9·60								59
		27·11								60
		60·12								61
		58·00								62
		36·00								63
		82 35								64
		24·10								65
		5·50								66
		12·50								67
		55·10								68
		56·90								69
		6·00								70
		4 25								71
		5·10								72
										73
		222·00								74
		246·50								75
		26·00	6·00				6·00		6·00	76
		143·75								77
		9·59								78
		3·39								79
	30·00	20 00								80
		14·40								81
		43·00								82
		2·25								83
		46·12								84
		54·30								85
		7·00								86
		113·00								87
		209·40								88
		6·33								89
		83·67	2·04				2·04		2·04	90
		12·00								91
		126·22								92
		16·26								93
		1·14								94
		10·75								95
		9·94								96
		10·50								97
	37·70	22,928·73	1,118·44	16·80	47·50	28·18	1,210·92		1,182·74	

TABLE 2.—SUMMARY of Mileage operated for

Number.	Name of Railway.	Yard Track and Sidings.							
		Line represented by Capital Stock.		Line operated under lease.	Line operated under contract.	Total Mileage operated.	New line constructed during year.	Rails.	
		Main line.	Br'hs and spurs.					Iron.	Steel.
1	Alberta Ry. and Irrigation Co.	11·59	.....	.....	....	11·59	....	....	11·59
2	Albert Southern	.....	.....	.....	.....	.....	.....	.....	.....
3	Algoma Central & Hudson Bay	22.00	9.93	.....	.....	31·93	.....	.....	31·93
4	Atlantic & Lake Superior	.....	.....	.....	.....	.....	.....	.....	.....
5	Atlantic, Quebec & Western, (under construction)	.....	.....	.....	.....	.....	.....	.....	.....
6	Bay of Quinté	11·30	4·00	.....	.....	15·30	.....	.....	15·30
7	Bedlington & Nelson	1·28	.....	.....	.....	1·28	.....	.....	1·28
8	Beersville Coal & Ry. Co., now the North Shore Ry.	1·37	.....	.....	.....	1·37	.....	.....	1·37
9	British Yukon	.....	.....	.....	.....	.....	.....	.....	.....
10	Brockville, Westport & Northwestern	2·00	...	.....	.....	2·00	.....	.....	2·00
11	Bruce Mines & Algoma	.....	.....	.....	.....	.....	.....	.....	.....
12	Buctouche & Moncton	.....	.....	.....	.....	.....	.....	.....	.....
13	Brandon, Saskatchewan & Hudson Bay	7·16	.....	.....	.....	7·16	.....	.....	7 16
14	Bessemer & Barry's Bay	.....	.....	.....	..	.....	.....	.....	.....
15	Canada Coals & Ry. Co	2·50	.....	.....	.....	2·50	.....	.....	2·50
16	Canada Southern	143·64	44·96	.....	.....	188·60	2·58	.....	188·60
17	Canadian Government Rys.—Intercolonial	381·66	.....	....	....	381·66	.....	...	381·66
18	Prince Edward Island	10·90	9·10	...	.....	20·00	.....	11·70	8·30
19	Canadian Northern	136·93	72·03	43·58	.....	252·54	.....	.....	252·54
20	Canadian Northern Ontario	.....	.....	.....	.....	.....	.....	.....	.....
21	Canadian Northern Quebec	14·20	12·80	.....	.....	27·00	.....	...	27·00
22	Canadian Pacific	1,896·80	.....	.....	.....	1,896·80	.. ...	8.60	1,888·20
23	Cape Breton	.....	.....	.....	.....	.....	.....	.....	.....
24	Caraquet	3·50	.....	.....	.....	3·50	.....	.....	3·50
25	Carillon & Grenville	.....	.....	.....	.....	.....	.....	.....	.....
26	Central Ontario	15·36	.....	.....	.....	15·36	.....	.....	15·36
27	Crows Nest Southern	12·97	.....	.....	.....	12·97	5·18	.....	12·97
28	Cumberland Ry. & Coal Co.	16·00	.....	.....	.....	16·00	.....	....	16 00
29	Dominion Atlantic	17·39	8·80	6·18	.....	32·37	.....	8·78	23·59
30	Edmonton, Yukon & Pacific	.....	.....	...	.....	.....	.....	.....	.....
31	Elgin & Havelock	.....	.....	.....	.....	.....	.....	.....	.....
32	Esquimalt & Nanaimo	.....	.....	.....	.....	.....	.....	.....	.....
33	Grand Trunk (in Canada)	1,076·97	.....	.....	.....	1,076·97	.....	.....	1,076·97
34	Grand Trunk (Canada Atlantic)	94·20	.....	5·29	....	99·49	.....	.....	99·49
35	Halifax & South Western	12·42	5.91	....	.....	18·33	.....	.....	18·33
36	Hampton & St. Martin's	.....	.....	.....	.....	.....	.....	.....	.....
37	Hereford	8·83	.....	.....	.....	8·83	.....	.....	8·83
38	Hillcrest Ry., Coal & Coke Co.	....	.....	.....	.....	.....	.....	.....	.....
39	International of New Brunswick	....	.....	.....	....	....	.....	.....	.....
40	Inverness Ry. & Coal Co.	.....	...	.....	.....	.....	.....	.....	.....
41	Irondale, Bancroft & Ottawa	1·00	.....	.....	.....	1·00	.....	.....	1 00
42	Kaslo & Slocan, B.C	.....	.....	.....	.....	.....	.....	.....	.....
43	Kent Northern	.....	.....	.....	.....	.....	.....	.....	.....
44	Kettle River Valley	.....	.....	.....	.....	.....	.....	.....	.....
45	Kingston & Pembroke	23·00	1·00	.....	.....	24·00	.....	....	24·00
46	Klondyke Mines	2·00	.....	.....	.....	2·00	.....	.....	2·00
47	Lake Erie & Detroit River (Père Marquette System)	60·13	.....	.....	.....	60·13	.....	.....	60·13
48	Liverpool & Milton	.....	.....	.....	.....	.....	.....	.....	.....
49	Lotbinière & Megantic	3·00	.....	.....	.....	3·00	.....	.....	3·00
50	London & Port Stanley	10·12	.....	.....	.....	10·12	.....	.....	10·12
50	Marmora Ry. & Mining Co	...	.....	.....	.....	.....	.....	.....	.....
51	Maganetawan River	...	.....	.....	.....	.....	.....	.....	.....
52	Manitoulin & North Shore	3·98	.....	.. .	....	3·98	.....	.....	3·98
53	Massawippi Valley	.....	...	.....	.....	.....	.....	.....	.....
54	Midland of Manitoba	8·88	....	....	....	8·88	2·33	.....	8·88

the year ending June 30, 1908.—All tracks.

TOTAL MILEAGE OPERATED—ALL TRACKS.

Line Represented by Capital Stock.		Line of proprietary companies.	Line operated under lease.	Line operated under contract &c.	Line operated under trackage rights.	Total mileage operated.	New line constructed during year.	Rails.		Number.
Main line.	Branches and Spurs.							Iron.	Steel.	
122·88	·53				1·60	125·01			123·41	1
19·00						19·00			19·00	2
111·64	9·93					121·57			121·57	3
100·00						100·00			100·00	4
20·00						20·00			20·00	5
89·30	15·37				19·00	123·67			104·67	6
16·58			8·67			25·25			25·25	7
7·50	2·50					10·00			10·00	8
85·80	4·52					90·32			90·32	11
47·00						47·00			47·00	10
17·28						17·28			17·28	11
32·00						32·00			32·00	12
76·61						76·61			76·61	10
5·00						5·00			5·00	9
14·50						14·50			14·50	15
596·00	217·77					813·77	2.58		813·77	16
1,805·98	42·90				68·48	1,917·36			1,848·88	17
161·80	125·70					287·50		13·00	274·50	18
1,283·19	1,172·03		393·02	255·50		3,103·74			3,103·74	19
144·80	2·00				4·00	150·80			146·80	20
183·20	110·60					293·80			293·80	21
4,623·70	2,110·40	3,018·00	1,342·00	168·40	93·90	11,356·40		8·60	11,253·90	22
31·00						31·00			31·00	23
71·50			16·78			88·28			88·28	24
13·00						13·00			13·00	25
155·49						155·49			155·49	26
87·15						87·15	26·16		87·15	27
48·00						48·00			48·00	28
258·51	14·06		38·18		14·51	325·26		8·78	301·97	29
4·50						4·50			4·50	30
27·00	1·00					28·00			28·00	31
78·00						78·00			78·00	32
4,721·27			161·30		9·87	4,892.44			4,882·57	33
491·49			65·14			556·63			556·63	34
259·22	128·92				2·30	390·44			388·14	35
30·00						30·00			30·00	36
61·68						61·68			61 68	37
1.50						1·50			1·50	38
43·00						43·00			43·00	39
65·50						65·50			65·50	40
49·00						49·00			49·00	41
28·33	3·40					31·73			31·73	42
27·00						27·00			27·00	43
3·86						3·86			3·86	44
126·40	7·40					133·80		6·40	127·40	45
33·81						33·81			33·81	46
258·94					142·13	401 07			258·94	47
5·28	·25					5·53			5·53	48
33·00						33·00			33·00	49
33·78					42	34·20			33·78	50
9 60						9·60			9·60	50
1·91						1·91			1.91	51
17·51	1.54					19·05			19·05	52
31·95	3·51					35·46			35·46	53
101·14						101·14	17·58		101·14	54

TABLE 2.—Summary of Mileage Operated for

Number.	Name of Railway.	Yard Track and Sidings.							
		Line Represented by Capital Stock.		Line operated under lease.	Line operated under contract, etc.	Total mileage operated.	New line constructed during year.	Rails.	
		Main line.	B'ches and spurs.					Iron.	Steel.
55	Montreal & Atlantic	34·90				34·90			34·90
56	Montreal & Province Line	2·50				2·50			2·50
57	Montreal & Vermont Junction	2·00				2·00			2·00
58	Morrissey, Fernie & Michel, B.C.								
59	Napierville Junction	3·20				3·20			3·20
60	Nelson & Fort Sheppard	3·50				3·50			3·50
61	New Brunswick Coal & Ry. Co.	7·00				7·00			7·00
62	New Brunswick & Prince Edward Island	1·50				1·50			1·50
63	New Brunswick Southern	2·76				2·76			2·76
64	New Westminster Southern	1·54				1·54			1·54
65	Nosbonsing & Nipissing	1·25				1·25			1·25
66	Nova Scotia Steel & Coal Co.								
67	Orford Mountain	1·00	1·30			2·30			2·30
68	Ottawa & New York	5·67				5·67	1·07		5·67
69	Philipsburg Ry. & Quarry Co.								
70	Pontiac & Renfrew								
71	Princeton Branch of Washington Co. Ry.	·14				14			·14
72	Quebec Central								
73	Quebec & Lake St. John	33·12	·09			33·21			33·21
74	Quebec Ry., Light & Power Co.	5·00				5.00			5·00
75	Quebec, Montreal & Southern	22·90				22·90			22·90
76	Red Mountain	3·99				3·99			3·99
77	Rutland & Noyan	·77				·77			·77
78	Salisbury & Harvey								
79	Schomberg & Aurora	·70				·70			·70
80	Stanstead, Shefford & Chambly	3·23				3·23			3·23
81	St. Clair Tunnel								
82	St. Lawrence & Adirondack	4·55		2·54		7·09			7·09
83	Sydney & Louisburg (Dom. Coal Co.)	27·71				27·71		27·71	
84	St. Louis & Richibucto								
85	Temiscouata	5·86	2·74			8·60			8·60
86	Temiscaming & Northern Ontario	60·40	·50			60·90			60·90
87	Thousand Islands	1·00				1·00			1·00
88	Toronto, Hamilton & Buffalo	29·91	2 33			32·24			32·24
89	Vancouver Copper Co.'s Ry.								
90	Vancouver, Victoria & Eastern	24·20				24·20			24·20
91	Victoria & Sydney, B.C.	1·20				1·20			1·20
92	Victoria Terminal Ry. & Ferry Co.								
93	Wellington Colliery Co.								
94	" Ladysmith Extension	7·94				7·94			7·94
95	York & Carleton								
	Total	4,312·52	175·49	57·59		4,545·60		56·79	4,488·81

SESSIONAL PAPER No. 20b

the Year ending June 30, 1908.—All Tracks.

TOTAL MILEAGE OPERATED—ALL TRACKS.

Line Represented by Capital Stock.		Line of proprietary companies.	Line operated under lease.	Line operated under contract etc.	Line operated under trackage rights.	Total mileage operated.	New line constructed during year.	Rails.		Number.
Main line.	Branches and spurs.							Iron.	Steel.	
144·20			60·50			204·70			204·70	55
52·50	8·60					61·10			61·10	56
25·60						25·60			25·60	57
5·82			5·03			10·85			10·85	58
30·31						30·31			30·31	59
58·92			4·70			63·62			63·62	60
65·00						65·00			65·00	61
37·50						37·50			37·50	62
84·95	·16					85·11			85·11	63
25·64					1·48	27·12			25·64	64
6·75						6·75			6·75	65
12·50						12·50			12·50	66
29.60	27·80					57·40			57·40	67
62·57					1·90	64·47	1 07		62·57	68
6·00						6·00			6·00	69
4·25						4·25			4·25	70
5·24						5·24			5·24	71
138·00	84·00					222·00			222·00	72
260·12	19·59					279·71			279·71	73
35·00				2·00		37·00			37·00	75
166·65						166·65			166·65	76
13·58						13·58			13·58	74
4·16						4·16			4·16	77
45·00	5·00					50·00		30·00	20·00	78
15·10						15·10			15·10	79
46·23						46·23			46·23	80
2·25						2 25			2·25	81
37·37			15·84		8·92	62·13			53·21	82
67·22	14·79					82·01		27·71	54·30	83
7·00						7·00			7·00	84
118·86	2·74					121·60			121·60	85
265·40	4·90					270·30			270·30	86
7·08	·25					7·33			7·33	87
111·83	6·12				4·36	122·31			117·95	88
12·00						12·00			12·00	89
150·42						150·42			150·42	90
17·46						17·46			17·46	91
1·14						1·14			1·14	92
10·75						10·75			10·75	93
17·88						17·88			17·88	94
10·50						10·50			10·50	95
18,991·43	4,148·28	3,018·00	2,111·16	425·90	372·87	29,067·64		94·49	28,600·28	

TABLE 3.—SUMMARY of Single-track Railway Mileage owned in Provinces for the Year ending June 30, 1908.—Canada.

NOVA SCOTIA.

Number.	Name of Railway.	Mileage owned in **Nova Scotia** on June 30.		Increase.	Decrease.
		1908.	1907.		
1	Canadian Government Railways—Intercolonial	483·03	483 03		
2	Cape Breton	31·00	31·00		
3	Cumberland Railway and Coal Co.	32·00	32·00		
4	Canada Coal and Railway Co	12·00	12·00		
5	Dominion Atlantic, and	246·38	245·96	·42	
6	Windsor Branch of I. C. R.	32·00	32·00		
7	Halifax and Southwestern	369·81	369·21	·60	
8	Inverness Railway and Coal Co.	65·50	65·50		
9	Liverpool and Milton	5·53	5·53		
10	Nova Scotia Steel and Coal Co.'s Railway	12·50	12·50		
11	Sydney and Louisburg (Dominion Coal Co.)	54·30	52·74	1·56	
	Total.	1,344·05	1,341·47	2·58	

PRINCE EDWARD ISLAND.

Number.	Name of Railway.	Mileage owned in **Prince Edward Isl'd** on June 30.		Increase.	Decrease.
		1908.	1907.		
1	Canadian Government Railway—Prince Edward Island	267·50	267·50		

TABLE 3.—SUMMARY of Single-track Railway Mileage owned in Provinces for the Year ending June 30, 1908.—Canada.—*Continued.*

NEW BRUNSWICK.

Number.	Name of Railway.	Mileage owned in **New Brunswick** on June 30.		Increase.	Decrease.
		1908.	1907.		
1	Albert Southern and Harvey Branch	19·00	19·00		
2	Beersville Coal and Railway Co., now North Shore Railway	8·63	8·63		
3	Buctouche and Moncton	32·00	32·00		
4	Canadian Government Railway—Intercolonial	503·80	503·77	·03	
5	Canadian Pacific	440·20	440·20		
6	Caraquet and	68·00	68·00		
7	Gulf Shore	16·78	16·78		
8	Elgin and Havelock	28·00	28·00		
9	Hampton and St. Martin's	30 00	30·00		
10	International of New Brunswick	43·00	29·00	14·00	
11	Kent Northern and	27·00	27 00		
12	St. Louis and Richibucto	7·00	7 00		
13	New Brunswick Coal and Railway Co.	58·00	58·00		
14	New Brunswick and Prince Edward Island	36·00	36·00		
15	New Brunswick Southern	82·35	82·50		·15
16	Princeton Branch of Washington Co. Ry. Co. (U.S.)	5·10	5·10		
17	Salisbury and Harvey	50·00	50·00		
18	Temiscouata	44·00	44·00		
19	York and Carleton	10·50	5·75	4·75	
	Total	1,509·36	1,490·73	18·78	·15

TABLE 3.—SUMMARY of Single-track Railway Mileage owned in Provinces for the Year ending June 30, 1908.—Canada.—*Continued.*

QUEBEC.

Number.	Name of Railway.	Mileage owned in Quebec on June 30.		Increase.	Decrease.
		1908.	1907.		
1	Atlantic and Lake Superior	100·00	100·00		
2	Atlantic, Quebec and Western (under construction)	20·00		20·00	
3	Canadian Government Railways—Intercolonial	464·39	464·39		
4	Canadian Pacific Railway and leased lines	939·80	939·80		
5	Carillon and Grenville	13·00	13·00		
6	Canadian Northern, Quebec	266·80	251·60	15·20	
7	Grand Trunk System	451·40	451·40		
8	" " (Canada Atlantic Division)	66.38	66·38		
9	Hereford	52·85	52·85		
10	Lotbinière and Megantic	30·00	30·00		
11	Massawippi Valley	35·46	35·46		
12	Montreal and Atlantic	163·40	163·40		
13	Montreal and Province Line	58·60	61·13		2·53
14	Montreal and Vermont Junction	23·60	23·60		
15	Napierville Junction	27·11		27·11	
16	Orford Mountain	55·10	48·00	7·10	
17	Philipsburg Railway and Quarry Co.	6·00	6·00		
18	Quebec Bridge and Railway Co. (under construction)				
19	Quebec Central	222·00	222·00		
20	Quebec and Lake St. John	246·50	246·40	·10	
21	Quebec Railway, Light and Power Co.	26·00	26·00		
22	Quebec, Montreal and Southern	143·75	143·75		
23	Rutland and Noyan	3.39	3·39		
24	Stanstead, Shefford and Chambly	43·00	46·23		3·23
25	St. Lawrence and Adirondack	46·12	46·12		
26	Temiscouata	69·00	69·00		
	Total	3,573·65	3,509 90	69·51	5·76

TABLE 3.—SUMMARY of Single-track Railway Mileage owned in Provinces for the Year ending June 30, 1908.—Canada.—*Continued.*

ONTARIO.

Number.	Name of Railway.	Mileage owned in **Ontario** on June 30.		Increase.	Decrease.
		1908.	1907.		
1	Algoma Central and Hudson Bay	89·64	89·64		
2	Bay of Quinté	89·37	89·37		
3	Bessemer and Barry's Bay	5·00	5·00		
4	Brockville, Westport and North Western	45·00	45·00		
5	Bruce-Mines and Algoma	17·28	17·28		
6	Canada Southern	382·19	382·19		
7	Canadian Northern, Ontario	146·80	146.80		
8	Canadian Northern	353·70	353·70		
9	Canadian Pacific and leased lines	2,828·70	2,623·30	205·40	
10	Central Ontario	140·13	126·89	13·24	
11	Grand Trunk (in Canada)	2,657.04	2,655 63	1·41	
12	Grand Trunk (Canada Atlantic Division)	389·88	385·44	4·44	
13	Irondale, Bancroft and Ottawa	48·00	48·00		
14	Kingston and Pembroke	109·80	109·80		
15	Lake Erie and Detroit River	198·81	198·81		
16	London and Port Stanley	23·66	23·66		
17	Maganetawan River	1·91	1·91		
18	Manitoulin and North Shore	13·69	13·69		
19	Marmora Railway and Mining Co	9·60	9·60		
20	Nosbonsing and Nipissing	5·50	5·50		
21	Ottawa and New York	56·90	56·90		
22	Pontiac and Renfrew	4·25	4·25		
23	Schomberg and Aurora	14·40	14·40		
24	St. Clair Tunnel and approaches	2·25	2·25		
25	Temiskaming and Northern Ontario	209·40	138·90	70·50	
26	Thousand Islands	6·33	6·33		
27	Toronto, Hamilton and Buffalo	83·67	83·67		
	Total	7,932·90	7,637·91	294·99	

TABLE 3.—SUMMARY of Single-track Railway Mileage owned in Provinces for the Year ending June 30, 1908.—Canada.—*Continued.*

MANITOBA.

Number.	Name of Railway.	Mileage owned in **Manitoba** on June 30.		Increase.	Decrease.
		1908.	1907.		
1	Canadian Northern	1,427·20	1,416·00	11·20	
2	Canadian Pacific	1,522·00	1,512·00	10·00	
3	Brandon, Saskatchewan and Hudson Bay	69·45	69·45		
4	Midland of Manitoba	92 26	77·01	15.25	
	Total	3,110·91	3,074 46	36·45	

SASKATCHEWAN.

Number.	Name of Railway.	Mileage owned in **Saskatchewan** on June 30.		Increase.	Decrease.
		1908.	1907.		
1	Canadian Northern	856·10	600 60	255·50	
2	Canadian Pacific	1,225·20	1,170·30	54·90	
3	Qu'Appelle, Long Lake and Saskatchewan (now in Canadian Northern Railway)		253·96		253·96
	Total	2,081·30	2,024·86	310·40	253 96

ALBERTA.

Number.	Name of Railway.	Mileage owned in **Alberta** on June 30.		Increase.	Decrease.
		1908.	1907.		
1	Alberta Railway and Irrigation Co.	111·82	111.82		
2	Canadian Northern	214·20	214·20		
3	Canadian Pacific	991·00	991·00		
4	Hillcrest Railway, Coal and Coke Co.	1·50	1·50		
5	Edmonton, Yukon and Pacific (now Canadian Northern)	4·50	4·50		
	Total	1,323 02	1,323·02		

TABLE 3.—SUMMARY of Single-track Railway Mileage owned in Provinces for the Year ending June 30, 1908.—Canada.—*Continued.*

BRITISH COLUMBIA.

Number.	Name of Railway.	Mileage owned in **British Columbia** on June 30. 1908.	1907.	Increase.	Decrease.
1	Bedlington and Nelson	23·97	23·97		
2	British Yukon	31·22	31·22		
3	Canadian Pacific	1,208·90	1,206·70	2·20	
4	Crow's Nest Southern	74·18	53·20	20·98	
5	Esquimalt and Nanaimo	78·00	78·00		
6	Kaslo and Slocan	31·73	31·73		
7	Kettle River Valley	3·86	3·86		
8	Lenora, Mount Sicker (now Vancouver Copper Co.)	12·00	11·75	·25	
9	Morrissey, Fernie and Michel	10·85	10·85		
10	Nelson and Fort Sheppard	60·12	55·42	4·70	
11	New Westminster Southern	24·10	24·10		
12	Red Mountain	9·59	9·59		
13	Vancouver, Victoria and Eastern, and the Vancouver, Westminster and Yukon	126·22	74·76 14·81	36·65	
14	Victoria Terminal Railway and Ferry Co.	1·14	18·38	.....	*17·24
15	Victoria and Sidney	16·26	16·26		
16	Wellington Colliery Co.'s Railway	10·75	10·75		
17	" Ladysmith extension	9·94	9·94		
18	Total	1,732·83	1,685·29	64·78	17·24

* This mileage is now included in the Vancouver, Victoria and Eastern Railway.

YUKON TERRITORY.

Number.	Name of Railway.	Mileage owned in **Yukon Territory** on June 30. 1908.	1907.	Increase.	Decrease.
1	British Yukon	59·10	59·10		
2	Klondyke Mines	31·81	31·50	·31	
	Total	90·91	90·60	·31	

TABLE 4.—AMOUNT of Railway Capital at the

No.	1 NAME OF RAILWAY.	2 STOCKS. Amount Outstanding.	3 Amount per Mile of Line.	4 Proportion to Total Railway Capital. 100 × Col. 2 / Col. 12.	5 FUNDED Amount Outstanding. Cols. 8+9+10+11	6 Amount per Mile of Line.
		$	$	p. c.	$	$
1	Albert Southern	125,920	7,870	100·00		
2	Harvey Branch	32,500	10,833	100·00		
3	Alberta Ry. and Irrigation Co.	3,250,000	29,279	44·13	4,150,130	37,063
4	Algoma Central and Hudson Bay	10,000,000	82,257	56·49	7,703,763	63,369
5	Atlantic and Lake Superior				1,941,313	19,413
6	*Atlantic, Quebec and Western	600,000			1,281,370	
7	Bay of Quinté	1,395,000	15,620	61·34	880,000	9,846
8	Bedlington and Nelson	1,000,000	65,359	100 00		
9	Beersville Coal and Ry. Co. (now the North Shore Ry)	98,000	11,355	73·70	35,000	4,056
10	Bessemer and Barry's Bay	500,000	100,000	100·00		
11	Brandon, Saskatchewan and Hudson Bay	45,000	648	100·00		
12	*Brandon Transfer	12,600		100 00		
13	British Yukon	2,934,119	32,485	63·46	1,719,810	19,041
14	Brockville, Westport and Northwestern	900,000	20,000	66·66	450,000	10,000
15	Bruce Mines and Algoma	99,000	5,729	33·79	194,000	11,226
16	Buctouche and Moncton	250,000	7,812	80·65	60,000	1,875
17	*Burks Falls and French River	12,500		100·00		
18	Canada Atlantic (now in Grand Trunk System)—Including Ottawa, Arnprior and Parry Sound	7,200,000	18,163	33·35	14,384,628	36,287
19	Central Counties	500,000	12,990	56·81	380,000	9,873
20	Pembroke Southern	178,000	8,334	54·27	150,000	7,022
21	Canada Coals and Ry. Co	466,000	38,833	100·00		
22	Canada Southern	15,000,000	39,247	42·69	20,130,000	52,670
	Canadian Govt. Rys.:—					
23	Intercolonial					
24	Prince Edward Island					
25	Canadian Northern	30,750,000	13,435	33·00	62,331,237	27,230
26	Canadian Northern Ontario	250,000	1,700	4·45	5,360,000	36,462
27	Canadian Northern Quebec	7,550,000	27,494	45·69	8,725,511	32,680
28	Canadian Pacific	170,483,332	18,267	52·00	157,192,032	16,843
29	Owned—Canada Central				973,333	3,625
30	Montreal and Western	5,000	75	1·40	353,708	5,287
31	North Shore					
32	Leased—Atlantic and Northwest	3,416,000	9,877	33·52	6,775,066	19,586
33	British Columbia Southern	172,200	821	12·78	1,175,000	5,600
34	Calgary and Edmonton	1,000,000	2,270	11·26	7,458,894	16,937
35	Cap de la Madeleine	20,000	8,571	100·00		
36	Columbia and Kootenay	25,000	420	2·00	1,277,500	21,470
37	Columbia and Western	1,000,000	6,365	14·94	5,691,000	36,225
38	Fredericton	319,280	14,447	76·17	100,000	4,525
39	Great Northwest Central	500,000	4,475	26·66	1,375,000	12,309
40	Guelph and Goderich	125,000	1,564	4·92	2,415,000	30,225
41	Guelph Junction	21,000	1,354	10·82	173,000	11,161
42	Kootenay and Arrowhead				780,000	23,494
43	Lindsay, Bobcaygeon and Pontypool	200,000	5,168	28·56	500,000	12,919
44	Manitoba and Northwestern	6,562,500	19,730	58·51	4,655,940	13,990
45	Manitoba and Southwestern Colonization	700,000	3,256	21·04	2,616,000	12,167
46	Montreal and Lake Maskinongé	25,000	2,272	19 99	100,000	9,090

* Under construction.

SESSIONAL PAPER No. 20b

Close of the Year ending June 30, 1908.

7	8	9	10	11	12	13	
DEBT.	DESIGNATION OF FUNDED DEBT.				SUMMARY.		
Proportion to Total Railway Capital. 100 × col. 5 / Col. 12.	Bonds.	Miscellaneous Obligations.	Income Bonds.	Equipment Trust Obligations.	Total Railway Capital. Cols. 2 + 5	Amount per Mile of Line. Cols. 3 + 6	No.
p. c.	$	$	$	$	$	$	
					125,920	7,870	1
					32,500	10,833	2
55·87	4,150,130				7,400,130	66,342	3
43·51	6,750,000	953,763			17,703,763	145,626	4
100·00	1,941,313				1,941,313	19,413	5
	1,281,370				1,881,370		6
38·66	880,000				2,275,000	25,466	7
					1,600,000	65,359	8
26·30	35,000				133,060	15,411	9
					500,000	100,000	10
					45,000	648	11
					12,600		12
36·54	1,719,810				4,653,929	51,526	13
33·34	450,000				1,350,000	30,000	14
66·21	194,000				293,000	16,955	15
19·35	60,000				310,000	9,687	16
					12,500		17
66·65	14,384,628				21,584,628	54,450	18
43·19	380,000				880,000	22,863	19
45·73	150,000				328,000	15,356	20
					466,000	38,833	21
57·31	20,130,000				35,130,060	91,917	22
							23
							24
67·00	50,702,447	2,000,000		9,628,790	93,081,237	40,665	25
95·55	5,360,000				5,610,000	38,162	26
54·31	8,725,511				16,275,511	60,174	27
48·00	155,279,045			1,912,987	327,675,364	35,110	28
100·00	973,333				973,333	3,625	29
98·60	353,708				358,708	5,362	30
							31
66·48	6,775,066				10,191,066	29,463	32
87·22	1,175,000				1,347,200	6,421	33
88·74	7,458,894				8,458,894	19,207	34
					20,060	8,571	35
98·00	1,277,500				1,302,500	21,890	36
85·06	5,691,000				6,691,000	42,590	37
23·83	100,000				419,280	18,972	38
73·34	1,375,000				1,875,000	16,784	39
95·08	2,415,000				2,540,000	31,789	40
89·18	173,000				194,000	12,515	41
100·00	780,000				780,000	23,494	42
71·44	500,000				700,000	18,087	43
41·49	4,655,940				11,218,440	33,720	44
78·96	2,616,000				3,316,000	15,423	45
80·01	100,000				125,000	11,362	46

TABLE 4.—AMOUNT Railway Capital at the

No.	1	2	3	4	5	6
	NAME OF RAILWAY.	STOCKS.			FUNDED	
		Amount Outstanding.	Amount per Mile of Line.	Proportion to Total Railway Capital. 100 x Col. 2 / Col. 12	Amount Outstanding. Cols. 8+9+10+11	Amount per Mile of Line.
		$	$	p. c.	$	$
	Canadian Pacific—*Con.*					
47	Montreal and Ottawa	22,500	240	1·35	1,636,250	17,500
48	Nakusp and Slocan	300,000	8,219	31·67	647,074	17,728
49	New Brunswick	4,780,800	10,858	37·93	7,821,127	17,763
50	New Brunswick and Canada	2,179,867	18,318	92·77	170,000	1,429
51	Nicola, Kamloops and Similkameen	250,000	5,319	17·54	1,175,000	25,000
52	Northern Colonisation	300,000	12,765	41·78	418,000	17,787
53	Ontario and Quebec	2,000,000	2,946	9·26	19,502,591	28,871
54	Ottawa, Northern and Western	1,300,000	8,207	30·00	3,075,000	19,413
55	Shuswap and Okanagan	750,000	14,763	40·00	1,139,253	22,426
56	St. John Bridge and Railway Extension	200,000	100,000	61·54	125,000	62,500
57	St. John and Maine	2,654,153	28,296	92·43	216,664	2,310
58	St. Lawrence and Ottawa	789,909	13,549	44·79	973,334	16,695
59	St. Mary's and Western Ontario	25,000	1,666	11·20	198,250	13,216
60	St. Stephen and Milltown	50,000	10,870	100·00		
61	Tilsonburg, Lake Erie and Pacific	400,000	11,976	31·37	875,000	26,197
62	Tobique Valley	29,900	1,068	9·65	280,600	10,000
63	Toronto, Grey and Bruce	785,490	4,127	18·32	3,500,000	18,392
64	Vancouver and Lulu Island	25,000	1,480	8·20	280,000	16,568
65	Walkerton & Lucknow	19,000	504	2·50	740,000	19,628
66	West Ontario Pacific	21,000	789	100·00		
67	*Central Railway of Canada	526,000		100·00		
68	Cape Breton	1,000,000	32,258	100·00		
69	Caraquet	950,000	13,970	64·46	523,994	7,765
70	Carillon and Grenville	200,000	15,385	100·00		
71	Central Ontario	3,340,000	23,857	73·56	1,200,000	8,571
72	Leased:—Marmora Railway and Mining Co.	115,421	11,542	53·11	100,000	10,000
73	Crow's Nest Southern	120,000	1,618	100·00		
74	Cumberland Railway and Coal Co.	1,000,000	31,250	100·00		
75	Dominion Atlantic	2,433,333	9,892		5,522,206	20,000
76	Elgin and Havelock	44,900	1,603	47·30	50,000	1,786
77	Esquimalt and Nanaïmo	2,500,000	32,051	100·00		
77½	Eastern British Columbia	420,000		100·00		
78	Grand Trunk (in Canada)	221,092,269	75,019	63·20	133,469,778	45,288
79	Including Beauharnois Junction, Brantford, Norfolk and Port Burwell.					
	Buffalo and Lake Huron	2,605,657	14,967	39·48	4,279,455	22,942
80	Cobourg, Blairton and Marmora					
81	Grand Trunk, Georgian Bay and Lake Erie					
82	Grand Junction, Belleville and North Hastings					
83	Great Western					
84	Hamilton and Northwestern					
85	London, Huron and Bruce					
86	Midland, Ontario					
87	Montreal and Champlain Junction					
88	Northern					

*Under construction.

SESSIONAL PAPER No. 20b

Close of the Year ending June 30, 1908—*Continued.*

7	8	9	10	11	12	13	
DEBT.	DESIGNATION OF FUNDED DEBT.				SUMMARY.		
Proportion to Total Railway Capital. 100 × Col. 5 / Col. 12	Bonds.	Miscellaneous Obligations.	Income Bonds.	Equipment Trust Obligations.	Total Railway Capital. Cols. 2+5.	Amount per Mile of Line. Cols. 3+6	No.
p. c.	$	$	$	$	$	$	
98·65	1,636,250				1,658,750	17,740	47
68·33	647,074				947,074	25,947	48
62·07	7,821,127				12,601,927	28,621	49
7·23	170,000				2,349,867	19,747	50
82·46	1,175,000				1,425,000	30,319	51
58·22	418,000				718,000	30,552	52
90·74	19,502,591				21,502,591	31,817	53
70·00	3,075,000				4,375,000	27,620	54
60·00	1,139,253				1,889,253	37,189	55
38·46	125,000				325,000	162,500	56
7·57	216,664				2,870,817	30,606	57
55·21	973,334				1,763,243	30,244	58
88·80	198,250				223,250	14,882	59
					50,000	10,870	60
68·63	875,000				1,275,000	38,173	61
90·35	280,000				309,900	11,068	62
81·68	3,500,000				4,285,490	22,519	63
91·80	280,000				305,000	18,048	64
97·50	740,000				759,000	20,132	65
					21,000	789	66
					526,000	*	67
					1,000,000	32,258	68
35·54	523,994				1,473,994	21,675	69
					200,000	15,385	70
26·44	1,200,000				4,540,000	32,428	71
46·89	100,000				215,421	21,542	72
					120,000	1,618	73
					1,060,000	31,250	75
	4,901,706	620,500			7,955,539	29,892	74
52·70	50,000				94,900	3,389	76
					2,500,000	32,051	77
					420,000	*	77½
36·80	133,469,778				354,562,047	120,397	78
60·52	4,279,455				6,885,112	37,909	79
							80
							81
							82
							83
							84
							85
							86
							87
							88

TABLE 4.—AMOUNT of Railway Capital at the

No.	1	2	3	4	5	6
	NAME OF RAILWAY.	STOCKS.			FUNDED	
		Amount Outstanding.	Amount per Mile of Line.	Proportion to Total Railway Capital. 100× Col. 2 / Col. 12	Amount Outstanding. Cols. 8+9+10+11	Amount per Mile of Line.
		$	$	p. c.	$	$
	Grand Trunk—*Continued.*					
89	North Simcoe					
90	Northern and Pacific Junction					
91	Owen Sound Branch					
92	South Norfolk					
93	Toronto Belt Line	50,000	3,862	9·76	462,500	35,692
94	Toronto and Nipissing					
95	Lake Simcoe Junction					
96	Victoria					
97	Waterloo Junction					
98	Wellington, Grey and Bruce					
99	Whitby, Port Perry & Lindsay					
100	Grand Trunk Pacific (under construction)	24,940,000			49,630,445	
101	Gulf Shore	6,250	390	100·00		
102	Halifax and Southwestern	1,000,000	2,707	18·50	4,341,954	11,741
103	Hampton and St. Martins	99,000	3,300	52·38	90,000	3,000
104	Hereford	800,000	15,137	50·00	800,000	15,137
105	*Huron and Ontario	3,000,000		95·24	150,000	
106	*Indian River	15,000		100·00		
107	Inverness Railway and Coal Co.	7,500,000	114,504	78·00	2,115,000	32,290
108	Irondale, Bancroft and Ottawa	53,500	1,114	10·60	450,000	9,375
109	*International of New Brunswick	1,320,000		59·56	896,000	
110	Kaslo and Slocan	1,000,000	31,516	57·15	750,000	23,637
111	Kent Northern, and	75,000	2,777	60·00	50,000	1,851
112	St. Louis and Richibucto	20,000	2,857	100·00		
113	Kettle River Valley	375,000	91,243	72·81	140,000	34,063
114	Kingston and Pembroke	3,393,550	30,907	85·57	572,000	5,209
115	Klondyke Mines	1,375,000	43,000	55·77	1,091,250	34,100
116	Lake Erie and Detroit River and	1,400,000	7,042	45·69	3,048,000	15,331
117	London and Port Stanley	1,332,854	56,409	100·00		
118	Lenora Mount Sicker (now the Vancouver Copper Co. Railway)				92,466	7,705
119	Liverpool and Milton	30,306	5,501	85·84	5,000	91
120	Lotbinière and Megantic	50,000	1,666	100·00		
121	Maganetawan River	30,000	15,706	100·00		
122	Manitoba (C. N. R.)	1,432,200	4,086	20·43	5,576,800	15,911
123	Manitoulin and North Shore	200,000	13,271	32·92	408,842	27,129
124	Massawippi Valley	800,000	22,560	100·00		
125	Midland of Manitoba	10,000	108	100·00		
126	Montreal and Atlantic and Lake	3,200,000	31,098	71·34	1,065,000	12,500
127	Champlain & St. Laurence Jct.	600,000	9,917	61·35	378 000	6,248
130	Montreal and Province Line	1,000,000	17,064	83 33	200,000	4,926
131	Montreal and Vermont Junction	1,000,000	42,372	100·00		
132	Morrissey, Fernie and Michel	1,163,000	199,828	94·90	62,500	10,739
133	Napierville Junction	600,000	22,132	100·00		
134	Nelson and Fort Sheppard	1,500,000	27,066	53·71	1,293,000	23,331
135	New Brunswick and Prince Ed. I.	214,850	5,968		71,000	1,972
136	New Brunswick Southern	49,000	581	9·00	500,000	5,931
137	†New Brunswick Coal & Ry. Co.	†				
138	New Westminster Southern	600,000	24,896	100·00		
139	Nosbonsing and Nipissing	250,000	45,454	100·00		
140	‡Nova Scotia Steel & Coal Co.'s Ry	‡				
141	Orford Mountain	50,000	1,042	7·00	702,000	14,625

*Under construction only.

† Operated by New Brunswick Government Commission.

SESSIONAL PAPER No. 20b

Close of the Year ending June 30, 1908—*Continued.*

7	8	9	10	11	12	13	
DEBT.	DESIGNATION OF FUNDED DEBT.				SUMMARY.		
Proportion to Total Railway Capital. 100 × Col. 5 / Col. 12	Bonds.	Miscellaneous Obligations.	Income Bonds.	Equipment Trust Obligations.	Total Railway Capital. Cols. 2 + 5	Amount per Mile of Line. Cols. 3+6	No.
p. c.	$	$	$	$	$	$	
							89
							90
							91
							92
90·24	462,500				512,500	39,554	93
							94
							95
							96
							97
							98
							99
	49,630,445				74,570,445		100
					6,250	390	101
81·50	4,341,954				5,341,954	14,448	102
47·62	90,000				189,000	6,300	103
50·00	800,000				1,600,000	30,274	104
4·76	150,000				3,150,000		105
					15,000		106
22·00	2,115,000				9,615,000	146,794	107
89·40	450,000				503,500	10,489	108
40·44	896,000				2,216,000		109
42·85	750,000				1,750,000	55,153	110
40·00	50,000				125,000	4,628	111
					20,000	2,857	112
27·19	140,000				515,000	125,306	113
14·43	572,000				3,965,550	36,116	114
44·23	935,040				2,466,250	77,100	115
54·31	3,000,000			48,000	4,448,000	22,373	116
					1,332,854	56,409	117
100·00	92,466				92,466	7,705	118
14·16	5,000				35,300	5,592	119
					50,000	1,666	120
					30,000	15,706	121
79·57	5,576,800				7,009,000	19,997	122
67·08	405,000	3,842			608,842	40,400	123
					800,000	22,560	124
					10,000	108	125
28·66	1,065,000				4,265,000	43,598	126
38·65	378,000				978,000	16,165	127
16·67	200,000				1,200,000	21,990	130
					1,000,000	42,372	131
5·10	62,500				1,225,500	210,567	132
					606,000	22,132	133
46·29	1,293,000				2,793,000	50,397	134
	71,000				285,850	7,940	135
91·00	500,000				549,000	6,512	136
					‡		137
					600,000	24,896	138
					250,000	45,454	139
					‡		140
93·00	702,000				752,000	15,667	141

‡ General capital of the N. S. Coal Company.

TABLE 4.—AMOUNT of Railway Capital at the

No.	1	2	3	4	5	6
		STOCKS.				FUNDED
	NAME OF RAILWAY.	Amount Outstanding.	Amount per Mile of Line.	Proportion to Total Railway Capital. 100 × col. 2 / Col. 12.	Amount Outstanding. Cols. 8+9+10+11	Amount per Mile of Line.
		$	$	p. c.	$	$
142	Ottawa and New York	1,000,000	17,575	38·46	1,600,000	28,119
143	*Pacific Northern and Omenica	60,000		100·00		
144	Phillipsburg Ry. and Quarry Co.	124,500	20,750	98·43	2,000	333
145	Pontiac and Renfrew	20,000	4,706	100·00		
146	Père Marquette (in Canada)				5,870,000	29,500
147	Princeton Branch of the Washington Co. Railway (U.S.)	86,950	17,049	50·00	86,950	17,049
148	Qu'Appelle, Long Lake and Saskatchewan (C.N.R.)	201,000	791	4·25	4,520,690	17,800
149	*Quebec Bridge and Railway Co.	265,585		5·00	5,016,453	
150	Quebec Central	3,381,603	15,233	37·00	5,746,740	25,886
151	Quebec and Lake St. John (C.N.R.)	4,524,000	18,353	36·99	7,702,960	31,249
152	Quebec Ry. Light and Power Co.	3,000,000	90,909	55·42	2,512,762	76,144
153	*Quebec and New Brunswick	387,900		100·00		
154	Quebec, Montreal and Southern	1,000,000	•7,000	100·00		
155	Red Mountain	190,600	19,874	47·80	217,000	22,628
156	Rutland and Noyan	100,060	29,448	50·00	100,000	29,448
157	Salisbury and Harvey	150,000	3,333	100·00		
158	Schomberg and Aurora	250,000	17,611	45·90	300,000	20,833
159	Stanstead, Shefford and Chambly	608,750	14,156	46·60	697,461	16,220
160	St. Clair Tunnel	350,000	155,556	12·28	2,500,000	1,111,111
161	*St. John Valley and River du Loup	34,932		100·00		
162	St. Lawrence and Adirondack	1,230,655	37,497	57·37	914,418	27,862
163	Sydney and Louisburg (Dominion Coal Co.)	§				
164	Temiskaming & Northern Ontario	**				
165	Temiscouata	1,000,000	8,849	24·41	3,096,262	27,401
166	Thousand Islands	60,000	8,185	51·85	58,000	7,913
167	Toronto, Hamilton and Buffalo	2,500,000	28,399	36·90	4,280,000	48,619
168	*Trans-Canada	37,700		100·00		
169	Vancouver, Victoria and Eastern	50,000	668	100·00		
170	Vancouver, Westminster and Yukon	3,522,000	234,800	100·00		
171	Victoria and Sidney, B.C.	223,000	13,714	42·60	300,000	18,450
172	Victoria Terminal Railway and Ferry Co.	10,200	56	100·00		
173	Wellington Colliery Co.'s Railway	2,000,000	186,046	100·00		
174	York and Carleton	34,320	5,968	100·00		
	Final Total	607,425,349			631,869,664	

* Under construction.
§ General capital of the Dominion Coal Company.
** Constructed and operated by the Ontario Government Commission.

close of the Year ending June 30, 1908—*Concluded.*

7	8	9	10	11	12	13	
DEBT.	DESIGNATION OF FUNDED DEBT.				SUMMARY.		
Proportion to Total Railway Capital. 100 × col. 5 / Col. 12.	Bonds.	Miscellaneous Obligations.	Income Bonds.	Equipment Trust Obligations.	Total Railway Capital. Cols. 2+5	Amount per Mile of Line. Cols. 3+6	No.
p. c.	$	$	$	$	$	$	
61·54	1,325,000		275,000		2,600,000	45,694	142
					60,000		143
1·57	2,000				126,500	21,083	144
					20,000	4,706	145
100·00	5,870,000				5,870,000	29,500	146
50 00	86,950				173,900	34,098	147
95·75	4,520,690				4,721,690	18,591	148
95·00	5,016,453				5,282,038		149
63·00	4,101,807		1,644,933		9,128,343	41,119	150
63·01	4,586,347		3,116,613		12,226,960	49,602	151
45·58	2,500,000			12,762	5,512,762	167,053	152
					387,900		153
					1,000,000	7,000	154
52·20	217,000				407,600	42,502	155
50·00	100,000				200,000	58,996	156
					150,000	3,333	157
54·10	300,000				550,000	38,444	158
53·40	697,461				1,306,211	30.376	159
87·72	2,500,000				2,850,000	1,266,667	160
					34,932		161
42·63	914,418				2,145,072	65,359	162
					§		163
					**		164
75·59	239,926		2,856,336		4,096,262	36,250	165
48·15	50,000	8,000			118,000	16,098	166
63·10	4,280,000				6,780,000	77,018	167
					37,700		168
					50,000	668	169
					3,522,000	234,800	170
57·40	300,000				523,000	32,164	171
					10,200	56	172
					2,000,000	186,046	173
					34,320	5,968	174
	608,631,928	3,586,105	8,049,092	11,602,539	1,239,295,013		

TABLE 5.—Statement of Aid granted and paid to Railways

Number.	Name of Railway.	By Dominion Government.			Name of Province.	
		Bonus Granted.	Bonus Paid up.	Loan.		Bonus Granted.
		$ cts.	$ cts.	$ cts.		$ cts.
1	Albert Southern and Harvey Branch	50,460 00	50,460 00		New Brunswick	48,680 00
2		5,553 57	5,553 57		"	9,000 00
3	Alberta Ry. & Irrigation Co	148,094 00	148,094 00			
4	Algoma Central & Hudson Bay	1,440,000 00	924,976 00			
5	Atlantic & Lake Superior, including:					
6	Baie des Chaleurs	766,490 84	766,490 84		Quebec	1,415,090 00
7	Great Eastern	40,345 00	40,345 00		"	156,000 00
8	Ottawa Valley	21,600 00	21,600 00		"	25,390 00
9	Atlantic, Quebec & Western (under construction)	64,000 00	64,000 00			
10	Bay of Quinté, including	141,722 45	141,722 45		Ontario	84,000 00
11	Kingston, Napanee and Western	208,732 80	208,732 80		"	
12	Bedlington & Nelson	(Nil)				
13	Beersville Coal & Ry. Co. (now North Shore Ry. Co.)	20,736 00	20,736 00		New Brunswick	16,200 00
14	Brandon, Saskatchewan & Hudson Bay					
15	British Yukon	(Nil)				
16	Brockville, Westport & Northwestern	140,800 00	140,800 00		Ontario	
17	Bruce Mines & Algoma	53,920 00	53,920 00		"	50,918 00
18	Buctouche & Moncton	102,400 00	101,600 00		New Brunswick	96,000 00
19	Campbellford, Lake Ontario & Western (under constr.)					
20	Can. Atlantic (now Grand Trunk) including:	282,355 20	282,355 20		Ontario	270,000 00
					Quebec	200,000 00
21	Ottawa, Arnprior & Parry Sound & Parry S'nd Col'n	932,512 00	932,512 00		Ontario	577,326 06
22	Central Counties				"	
23	Pembroke Southern	64,000 00	64,000 00		"	55,500 00
24	Canada Coals & Ry. Co. (now Maritime Ry. & Power Co	37,500 00	37,500 00		Nova Scotia	35,200 00
25	Canada Southern, including					
26	Sarnia, Chatham & Erie				Ontario	
27	Leamington & St. Clair	51,200 00	51,200 00		"	147,859 00
	Canadian Gov't. Railways:					
28	Intercolonial, including—					
29	Fredericton & St. Mary's Bridge Co	30,000 00	30,000 00			
30	Canada Eastern	374,839 84	374,839 84			
31	Drummond County	423,936 00	423,936 00			
32	Prince Edward Island					
33	Canadian Nort'n, including	374,606 00	374,606 00			
34	Winnipeg Great Northern					
35	Port Arthur, Duluth & Western	271,200 00	271,200 00		Ontario	255,571 00
36	Manitoba & South East'n					
37	Lake Manitoba Ry. & Canal Co					
38	Ontario & Rainy River	1,534,526 00	1,534,526 00		Ontario	1,072,800 00
39	Canadian Northern Ontario	1,696,000 00	1,316,096 00		"	
49	Canadian Northern Quebec	1,522,983 31	1,569,918 46		Quebec	1,194,129 46
41	Canadian Pacific—owned	*10,189,521 00	*10,189,521 00		Manitoba	375,377 50
		29,416,346 00	29,416,346 00		British Columbia	37,500 00
42	Canada Central	1,525,250 00	1,525,250 00		Ontario	1,479,000 00
43	Lake Temiscaming Col'n.	310,335 95	310,335 95		Quebec	350,076 82
44	North Shore (Montreal to Quebec)	†1,500,000 00	†1,500,000 00			
45	Montreal & Western	361,270 00	361,270 00		Quebec	472,500 00

* This amount was paid to the Company for 6,793,014 acres land relinquished.

† Dominion Government pays to Quebec Government 5 p.c. on $954,000 additional.

by Governments and Municipalities, to 30th June, 1908.

By Provincial Governments.			By Municipalities.			
Bonus Paid up.	Loan.	Subscription to Shares.	Bonus Granted.	Bonus Paid up.	Loan.	Subscription to Shares.
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
48,680 00						
9,000 00						
840,000 00			40,509 00			
82,699 25						
24,500 00			10,000 00	9,000 00		
84,000 00			197,990 43	197,990 43		
16,200 00						
			116,000 00	116,000 00		
50,918 00			500 00	500 00		
94,500 00						
270,000 00						
200,000 00			154,392 00	152,900 00		32,000 00
577,326 06						
			24,000 00	24,000 00		
55,500 00			20,000 00	20,000 00		
35,200 00						
			322,500 00	322,500 00		
147,859 60						
255,571 00			40,000 00	40,000 00		
1,072,800 00			50,000 00	50,000 00		
§			20,000 00	20,000 00		
1,194,129 46			72,000 00	72,000 00		200,000 00
372,157 50			572,500 00	464,761 29		
37,500 00						
1,479,000 00						42,500 00
350,976 82						
472,500 00						

§ Ontario Government guarantees bonds, 268 miles at $20,000 per mile.

TABLE 5.—STATEMENT of Aid granted and paid to Railways,

Number.	Name of Railway.	By Dominion Government.			Name of Province.	
		Bonus Granted.	Bonus Paid up.	Loan.		Bonus Granted.
46	Quebec, Montreal, Ottawa & Occidental (Montreal to Ottawa)	$ cts. ‡	$ cts.	$ cts.	"	$ cts. 727,000 00
	Canadian Pacific—Leased:					
47	Atlantic and North-West	3,702,200 00	3,702,200 00		Quebec	711,122 02
48	British Columbia South'rn					
49	Calgary & Edmonton					
50	Cap de la Madeleine	7,424 00	7,424 00			
51	Columbia & Kootenay	88,800 00	88,800 00			
52	Columbia & Western					
53	Credit Valley				Ontario	531,000 00
54	Fredericton				New Brunswick	230,000 00
55	Great North-West Cent'l					
56	Guelph & Goderich				Ontario	
57	Guelph Junction	51,200 00	46,000 00		"	
58	Lindsay, Bobcaygeon & Pontypool	185,173 06	185,173 06		"	52,500 00
59	Manitoba & Northwestern				Manitoba	
60	Manitoba Southwestern Colonization				"	
61	Montreal & Lake Maskinongé	41,280 00	41,280 00		Quebec	87,750 00
62	Montreal & Ottawa	192,000 00	192,000 00		Ontario Quebec	100,000 00 182,210 00
63	Nakusp & Slocan	121,600 00	117,760 00		British Columbia	
64	New Brunswick				New Brunswick	76,000 00
65	New Brunswick and Canada				"	575,000 00
66	Nicola, Kamloops & Similkameen	300,800 00	300,800 00			
67	Northern Colonization	133,760 00	133,760 00		Quebec	96,000 00
68	Ontario & Quebec	196,000 00	196,000 00		Ontario	
69	Ottawa, Northern & Western	950,000 00	821,099 20		Ontario Quebec	50,000 00 1,316,389 15
70	Saskatchewan & Western				Manitoba	
71	Shuswap & Okanagan	163,200 00	163,200 00			
72	St. John Bridge & Ry. Extension			433,900 00	New Brunswick	5,181 81
73	St. John & Maine				"	880,000 00
74	St. Lawrence & Ottawa				Ontario	
75	St. Stephen & Milltown	*14,848 00	14,848 00		New Brunswick	13,920 00
76	Tillsonburg, Lake Erie & Pacific	158,871 48	117,431 48		Ontario	38,564 00
77	Tobique Valley	134,016 00	134,016 00		New Brunswick	70,000 00
78	Toronto, Grey & Bruce	14,656 00	14,656 00		Ontario	375,282 00
79	Vancouver & Lulu Island					
80	West Ontario Pacific	60,000 00	60,000 00		Ontario	
81	Cape Breton	192,000 00	182,400 00		Nova Scotia	96,000 00
82	Caraquet	224,000 00	224,000 00		New Brunswick	180,000 00
83	Carillon & Grenville...(nil).					
84	Central Ontario	144,061 36	144,061 36		Ontario	233,000 00
85	Colchester Coal & Ry. Co.	12,800 00	12,800 00			
86	Crow's Nest Southern (nil).					
87	Cumberland Ry. & Coal Co.	44,850 00	39,850 00		Nova Scotia	184,450 00
88	Dominion Atlantic, including—					
89	Windsor and Annapolis	1,193,369 00	1,193,369 00		Nova Scotia	
90	Cornwallis Valley	44,800 00	44,800 00		"	44,800 00
91	Western Counties	509,000 00	500,000 00		"	679,197 45
92	Midland of Nova Scotia	399,060 40	399,060 40		"	185,600 00
93	Edmonton, Yukon & Pacific (C.N.R.)	160,000 00	91,200 00			
94	Elgin & Havelock	*82,652 82	*82,652 82		New Brunswick	107,500 00

‡ Dominion Government pays to Quebec Government 6 p.c. on $1,440,000.
* Includes $9,635.89 used iron rails.

SESSIONAL PAPER No. 20b

by Governments and Municipalities to June 30, 1908.

By Provincial Governments.			By Municipalities.			
Bonus Paid up.	Loan.	Subscription to Shares.	Bonus Granted.	Bonus Paid up.	Loan.	Subscription to Shares.
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
727,000 00	1,176,956 00		25,000 00	25,000 00	771,644 62	
699,192 08						325,000 00
531,000 00			1,085,000 00	1,085,000 00		
230,000 00			80,000 00	80,000 00		
			31,000 00	31,000 00		
						193,000 00
52,500 00			73,000 00	73,000 00		
			215,600 00	215,600 00		
	900,000 00					
87,750 00						
100,000 00						
182,210 00			5,300 00	5,300 00		
	647,974 00					
76,000 00			23,000 00	23,000 00		
575,000 00			47,500 00	47,500 00		
96,000 00						
			52,500 00	52,500 00		
50,000 00			150,000 00	150,000 00		
1,192,672 58			101,000 00	100,000 00		
			10,000 00	10,000 00		
5,181 81						
880,000 00		300,000 00				60,000 00
					300,000 00	90,000 00
13,920 00						
38,564 00			75,000 00	75,000 00		
70,000 00						
375,282 00			988,000 00	969,561 44		
			25,000 00	25,000 00		
91,400 00			10,000 00	10,000 00		
180,000 00						
233,000 00			93,500 00	93,500 00		
173,650 00						
44,800 00			27,685 00	27,685 00		
679,197 45			150,000 00	150,000 00		
183,510 40			36,000 00	36,000 00		
107,500 00			13,000 00	13,000 00		

*Used iron rails.

TABLE 5.—STATEMENT of Aid granted and paid to Railways,

	Name of Railway.	By Dominion Government.			Name of Province.	
		Bonus Granted.	Bonus Paid up.	Loan.		Bonus Granted.
		$ cts.	$ cts.	$ cts.		$ cts.
95	Esquimalt & Nanaimo	750,000 00	750,000 00			
96	Grand Trunk (in Canada). including			15,142,633 33		
97	Beauharnois Junction	62,400 00	62,400 00		Quebec	179,073 00
98	Brantford, Norfolk & Port Burwell				Ontario	68,000 00
99	Buffalo & Lake Huron				"	
100	Cobourg, Blairton & Marmora				"	18,740 00
101	Grand Trunk, Victoria Jubilee Bridge	500,000 00	500,000 00			
102	Grand Trunk, Georgian Bay & Lake Erie				Ontario	336,000 00
103	Grand Junction, Belleville & North Hastings.	21,888 00	21,888 00		"	224,660 00
104	Owen Sound Branch	39,744 00	39,744 00		"	
105	Great Western					
106	Hamilton & North-Western				Ontario	565,020 00
107	London, Huron & Bruce				"	178,630 00
108	Midland, Ontario				"	168,350 00
109	Montreal & Champlain Junction	103,600 00	103,600 00		Quebec	150,000 00
110	Northern				Ontario	196,188 00
111	North Simcoe				"	83,300 00
112	Northern Pacific Junction	1,320,000 00	1,320,000 00			
113	South Norfolk	54,400 00	54,400 00		Ontario	
114	Toronto Belt Line					
115	Toronto & Nipissing				Ontario	105,212 00
116	Lake Simcoe Junction				"	53,000 00
117	Victoria				"	312,000 00
118	Waterloo Junction	32,800 00	32,800 00		"	
119	Wellington, Grey & Bruce				"	241,276 00
120	Whitby, Port Perry & Lindsay				"	94,957 59
121	Grand Trunk Pacific.					
122	Gulf Shore	53,699 20	53,699 20		New Brunswick	41,950 00
123	Halifax & South-Western, including	819,874 93	819,874 93		Nova Scotia	
124	Central of Nova Scotia & Nova Scotia Southern.	653,776 00	653,776 00		"	
125	Halifax & Yarmouth	160,000 00	160,000 00		"	156,499 33
126	Middleton & Victoria Beach	125,760 00	125,760 00		"	96,000 00
127	Hampton & St. Martins	†83,612 54	†83,612 54		New Brunswick	145,600 00
128	Hereford, including Dominion Lime Co's line	170,560 00	170,560 00		Quebec	103,000 00
129	Inverness R'y. & Coal Co.	627,000 00	368,545 97		Nova Scotia	272,000 00
130	Irondale, Bancroft & Ottawa	144,000 00	144,000 00		Ontario	315,000 00
131	International of New Brunswick	178,408 07	178,408 07		New Brunswick	75,000 00
132	Kaslo & Slocan, B. C.	(nil)				
133	Kent Northern and	*58,334 27	*58,334 27		New Brunswick	135,000 00
134	St. Louis & Richibucto	22,400 00	22,400 00		"	21,000 00
135	Kettle River Valley	97,771 52	97,771 52			
136	Kingston & Pembroke	48,000 00	48,000 00		Ontario	456,493 00
137	Klondyke Mines	197,184 00	197,184 00			
138	L'Assomption (road abandoned)	11,200 00	11,200 00			
139	Lake Erie & Detroit River,	571,851 00	571,851 00		Ontario	83,000 00
140	London & Port Stanley (leased)				"	

†Including loan of used iron rails.

by Governments and Municipalities to June 30, 1908.

By Provincial Governments.			By Municipalities.			
Bonus Paid up.	Loan.	Subscription to Shares.	Bonus Granted.	Bonus Paid up.	Loan.	Subscription to Shares.
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
179,973 00						
68,000 00						
			966,000 00	966,000 00		
18,740 00	26,000 00		113,500 00	113,500 00		
336,000 00			929,000 00	929,000 00		
224,660 00			213,000 00	213,000 00		50,000 00
			85,500 00	85,500 00		
565,020 00			599,805 00	599,805 00		
178,630 00			311,500 00	311,500 00		
168,350 00			144,870 85	144,870 85		
150,000 00			21,774 00	21,774 00		
196,188 00			241,980 00	241,980 00		390,000 00
83,300 00						
			65,000 00	65,000 00		
105,212 00			376,702 59	376,702 59		
53,000 00			100,000 00	100,000 00		
312,000 00			186,000 00	186,000 00		
			47,000 00	47,000 00		
241,276 00			682,000 00	682,000 00		
94,957 59			222,094 93	222,094 93		
41,950 00						
	3,831,939 00					
156,499 33			15,338 93	15,338 93		
145,600 00						
60,500 00						
233,000 00			100,000 00	50,000 00		
135,000 00						
75,000 00			5,000 00	5,000 00		
135,000 00						
21,000 00						
456,493 00			509,320 00	509,320 00		
83,000 00			356,500 00	356,500 00		
					1,332,854 00	414,000 00

TABLE 5.—Statement of Aid Granted and Paid to Railways,

	Name of Railway.	By Dominion Government.			Name of Province.	
		Bonus Granted.	Bonus Paid up.	Loan.		Bonus Granted.
		$ cts.	$ cts.	$ cts.		$ cts.
141	Lenora Mt. Sicker (Vancouver Copper Co.	(nil).				
142	Liverpool & Milton	(nil)				
143	Lotbinière & Megantic	96,000 00	96,000 00		Quebec	126,994 00
144	Marmora Ry. & Mining Co.	30,720 00	30,720 00		Ontario	19,149 39
145	Maganetawan River	3,552 00	3,552 00		"	10,000 00
146	Manitoba (Canadian Northern system)				Manitoba	641,575 25
147	Manitoulin & North Shore	32,000 00	32,000 00			
148	Massawippi Valley	5,376 00	5,376 00		Quebec	
149	Minudie Coal & R'y. Co.	18,544 00	18,544 00			
150	Montreal & Atlantic, including Lake Champlain				"	444,000 00
151	& St. Lawrence Junct				"	250,280 00
152	Montreal & Province line	58,560 00	58,560 00		"	231,122 00
153	Montreal & Vermont Junction.	(nil)				
154	Morrissey, Fernie & Michel B.C.	(nil)				
155	Napierville Junction	173,440 00	173,440 00		Quebec	
156	Nelson & Fort Sheppard					
157	New Brunswick & P. E. I.	113,440 00	113,440 00		New Brunswick	99,708 90
158	New Brunswick Southern				New Brunswick	413,000 00
159	New Brunswick Coal & R'ly. Co	190,400 00	190,400 00		New Brunswick	224,000 00
160	Nosbonsing & Nipissing	(Nil)				
161	Nova Scotia Steel & Coal Co's. R'y	40,000 00	39,840 00		Nova Scotia	40,000 00
162	Orford Mountain	192,942 50	192,942 50		Quebec	138,884 92
163	Ottawa & New York	262,384 00	262,384 00		Ontario	35,000 00
164	Phillipsburg R'y. & Quarry Co	23,712 00	23,712 00		Quebec	25,667 00
165	Pontiac & Renfrew	13,600 00	13,600 00		"	17,433 60
166	Princeton Branch of Wash. Co. R'ly					
167	Qu'Appelle, Long Lake & Saskatchewan					
168	Quebec Bridge & R'ly. Co	374,353 33	374,353 33		Quebec	250,000 00
169	Quebec Central	403,980 69	403,980 69		"	1,076,123 14
170	Quebec & Lake St. John	1,454,695 00	1,233,943 56		"	2,533,000 00
171	Quebec R'ly., Light & Power Co., formerly, Quebec, Montmor'cy & Charlevoix	96,000 00	96,000 00		"	306,945 50
172	*Quebec & New Brunswick	201,600 00			New Brunswick	45,000 00
173	Quebec, Montreal & Southern, including	188,816 00	188,816 00		Quebec	210,000 00
174	United Counties, East Richelieu Valley	69,952 00	69,952 00		"	115,215 00
175	South Shore	296,998 38	296,998 38		"	276,645 00
176	Red Mountain	(Nil)				
177	Rutland & Noyan	(Nil)				
178	Salisbury & Harvey	29,665 45	**29,391 01		New Brunswick	455,000 00
179	Schomberg & Aurora	48,000 00	46,144 00			
180	Shediac & Coast	(Nil)				
181	Stanstead, Shefford & Chambly	(Nil)				
182	St. Clair Tunnel	375,000 00	375,000 00			
183	*St. John Valley & River du Loup	(Nil)				
184	St. Lawrence & Adirondack	149,481 60	149,481 60		Quebec	70,400 00

*Under construction.

by Governments and Municipalities, &c.– *Continued.*

By Provincial Governments.			By Municipalities.			
Bonus Paid Up.	Loan.	Subscription to Shares.	Bonus Granted.	Bonus Paid Up.	Loan.	Subscription to Shares.
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
126,994 00						
19,149 39						
10,000 00						
641,575 25						
						65,000 00
315,891 89						528,000 00
250,280 00			51,000 00	36,000 00		
231,122 00			25,000 00	25,000 00		
			10,000 00	10,000 00		
99,708 90						
413,000 00			3,000 00	3,000 00		
224,000 00						
40,000 00			4,000 00	4,000 00		
138,884 92						
35,000 00			85,000 00	85,000 00		
25,667 00						
17,433 60						
250,000 00			300,000 00	290,817 46		
1,076,123 14			103,000 00	103,000 00		
2,368,816 88			12,000 00	12,000 00		450,000 00
306,945 50						
207,565 00						
115,215 00						
276,645 00			25,000 00	25,000 00		
455,000 00			70,000 00	70,000 00		
70,400 00						

**Includes $14,663.45 loan, used iron rails.

TABLE 5.—STATEMENT of Aid Granted and Paid eo Railways,

Number.	Name of Railways.	By Dominion Government.			Name of Province.	
		Bonus Granted.	Bonus Paid up.	Loan.		Bonus Granted.
		$ cts.	$ cts.	$ cts.		$ cts.
185	St. Mary's & Western Ont.				Ontario	
186	Sydney & Louisburg (Dom. Coal Co.)	89,600 00	87,808 00		Nova Scotia	87,808 00
187	Temiskaming & Northern Ontario					
188	Temiscouata	645,950 00	645,950 00		Quebec New Brunswick	362,250 00 66,000 00
189	Thousand Islands	61,200 00	29,840 00		Ontario	
190	Toronto, Hamilton & Buffalo	57,600 00	57,600 00		"	
191	*Trans-Canada					
192	Vancouver, Victoria & Eastern (Nil)					
193	Vancouver, Westminster & Yukon (Nil)					
194	Victoria & Sidney, B.C.				British Columbia	95,635 00
195	Victoria Terminal R'ly. & Ferry Co (Nil)					
196	Wellington Colliery Co, BC					
197	York & Carleton	32,896 00	32,896 00		New Brunswick	25,247 00
	Grand totals	76,355,380 56	74,527,468 94	15,576,533 33		29,819,526 89

by Governments and Municipalities, to 30th June, 1908.—*Concluded.*

By Provincial Governments.			By Municipalities.			
Bonus Paid up.	Loan.	Subscription to Shares.	Bonus Granted.	Bonus Paid up.	Loan.	Subscription to Shares.
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
			86,000 00	50,000 00		
82,000 00						
362,250 00			25,000 00	25,000 00		
66,000 00						
			10,000 00	10,000 00		
			268,000 00	265,500 00		
95,635 00			143,452 50	143,452 50		
25,247 00						
28,309,445 80	6,581,969 00	300,000 00	12,473,806 23	12,186,946 42	2,404,498 62	2,839,500 00

TABLE 6.—INCOME Account of Railways for the Year ending June 30, 1908, including Comparative Statement of Net Earnings.

Number.	1 Name of Railway.	3 Earnings. Passenger.	4 Earnings. Freight.	A Earnings. Other Earnings from Operation.	5 Earnings. Total Gross, including other Earnings from Operation. Cols. 3+4+A.	6 Operating Expenses.	7 Net Earnings. 1908. Col. 5—6.
		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
1	Alberta Railway and Irrigation Co	59,424 41	134,622 97	10,046 69	204,094 07	178,066 20	26,027 87
2	Algoma Central and Hudson Bay	23,751 61	137,717 17	199,253 49	360,722 27	253,146 71	107,575 56
3	Atlantic and Lake Superior	28,791 62	43,949 72	578 40	73,319 74	73,507 33	-187 59
4	Atlantic, Quebec and Western	3,698 50	5,114 57	.....	8,813 07	22,182 54	-13,369 47
5	Bay of Quinte	47,073 41	182,489 87	4,259 16	233,822 44	160,788 15	73,034 29
6	Bedlington and Nelson	251 90	553 71	1 50	807 11	14,968 75	-14,161 64
7	Beersville Coal and Railway Co. (now North Shore Railway Co.)	648 10	4,432 78	.....	5,080 88	4,791 22	289 66
8	Bessemer and Barry's Bay	.....	.....	.....	.....	.....	.....
9	Brandon, Saskatchewan and Hudson Bay	19,176 84	19,533 05	266 50	38,976 39	102,915 32	-63,938 93
10	British Yukon	75,165 16	237,089 11	4,260 57	316,514 84	143,848 88	172,665 96
11	Brockville, Westport and Northwestern	33,345 58	30,183 15	9 00	63,537 73	30,161 38	33,376 35
12	Buctouche and Moncton	10,520 36	16,739 14	....	27,259 50	23,125 55	4,133 95
13	Canada Coals and Railway Co. (now Maritime Coal, Railway and Power Co.)	6,815 61	27,937 59	1,886 81	36,640 01	23,843 97	12,796 04
14	Canada Southern	2,204,016 14	5,496,012 50	184,136 62	7,884,165 26	5,486,128 34	2,398,036 92
15	Canadian Government Railways—Intercolonial	3,027,710 31	5,820,857 34	87,366 49	8,935,934 14	9,349,072 78	-413,138 64
16	" " " Prince Edward Island	161,897 59	142,411 79	8,674 02	312,983 40	408,460 31	-95,476 91
17	Canadian Northern	2,026,272 48	6,824,782 98	858,407 25	9,709,462 71	6,527,768 73	3,181,693 98
18	Canadian Northern, Ontario	122,821 31	116,117 07	6,663 36	245,601 74	245,197 82	403 92
19	Canadian Northern, Quebec	208,739 10	448,860 78	22,601 15	680,201 03	709,411 11	-29,210 08
20	Canadian Pacific	23,245,345 24	43,733,429 25	3,410,390 83	70,389,165 32	47,980,269 05	22,408,896 27
21	Cape Breton	5,350 09	2,510 38	137 44	7,997 91	17,126 21	-9,128 30
22	Caraquet	15,389 30	36,030 27	.....	51,419 57	52,672 85	-1,253 28
23	Carillon and Grenville	1,547 75	119 84	894 00	2,561 59	5,423 86	-2,862 27
24	Central Ontario	84,431 21	170,760 00	14,230 85	269,422 06	153,927 53	115,494 53
25	Crows Nest Southern	27,433 66	157,898 13	1,400 15	186,731 94	137,950 33	48,781 61
26	Cumberland Railway and Coal Co	18,251 75	77,480 92	.....	95,732 67	45,875 15	49,857 52

27	Dominion Atlantic	391,672 06	409,033 38	582 77	801,288 21	510,127 07	291,161 14
28	Elgin and Havelock	3,964 92	8,445 57		12,410 49	10,870 14	1,540 35
29	Esquimalt and Nanaimo						
30	Grand Trunk in Canada	10,540,996 60	19,011,649 93	728,055 23	30,280,701 76	21,000,569 09	9,280,132 67
31	Grand Trunk (Canada Atlantic)	481,675 22	1,445,066 39	108,675 65	2,035,417 26	1,968,652 58	66,764 68
32	Halifax and Southwestern	211,148 87	173,565 57	2,470 62	387,185 06	384,981 15	2,203 91
33	Hampton and St. Martin's	4,485 58	7,265 67		11,751 25	6,946 33	4,804 92
34	Hereford	17,931 57	56,156 26	95 00	74,182 83	100,856 90	−26,674 07
35	Inverness Railway and Coal Co	21,755 78	187,410 18	946 98	210,112 94	114,565 96	95,546 98
36	Irondale, Bancroft and Ottawa	7,177 16	18,000 80		25,177 96	28,507 44	−3,329 48
37	Kaslo and Slocan	7,553 13	9,915 50	220 81	17,689 44	50,196 15	−32,506 71
38	Kent Northern	8,217 94	10,698 72		18,916 66	10,725 00	8,191 66
39	Kettle River Valley	275 85	2,714 50		2,990 35	3,553 30	−562 95
40	Kingston and Pembroke	60,935 53	139,142 07	17,345 63	217,423 23	174,361 50	43,061 73
41	Klondyke Mines	11,258 75	35,281 23	451 00	46,990 98	92,332 14	−45,341 16
42	Liverpool and Milton	840 00	8,539 53		9,379 53	5,828 96	3,550 57
43	Lotbiniere and Megantic	4,974 94	26,391 39	201 06	31,567 39	26,390 93	5,176 46
44	London and Port Stanley	49,695 82	66,102 42	8,256 21	124,054 45	143,658 04	−19,603 59
45	Manitoulin and North Shore	1,183 60	43,297 18	2,173 00	46,653 78	34,653 09	12,000 69
46	Massawippi Valley	75,390 60	122,757 10	540 00	198,687 70	177,685 10	21,002 60
47	Midland Railway Co. of Manitoba	8,248 35	25,289 13	211 00	33,748 48	91,457 19	−57,708 71
48	Montreal and Atlantic	198,351 66	537,648 29	21,412 07	757,412 02	72,020 15	37,203 87
49	Montreal and Province Line	47,389 87	39,768 80	2,917 25	90,075 92	71,319 42	18,756 50
50	Montreal and Vermont Junction	53,568 12	107,664 62	6,261 30	167,494 04	90,147 90	77,346 14
51	Morrissey, Fernie and Michel	8,342 85	91,959 75	6,220 12	106,522 72	80,876 81	25,645 91
52	Napierville Junction	4,568 68	15,100 42	12 00	19,681 10	32,847 60	−13,166 50
53	Nelson and Fort Sheppard	36,072 27	58,645 00	1,107 18	95,824 45	124,766 68	−28,942 23
54	New Brunswick Coal and Railway Co	12,527 28	33,645 67	7,857 76	54,030 71	56,096 96	−2,066 25
55	New Brunswick and Prince Edward Island	10,380 31	18,880 29		29,260 60	23,572 61	5,687 99
56	New Brunswick Southern	19,562 17	25,684 75	17 50	45,264 42	47,750 37	−2,485 95
57	New Westminster Southern	91,100 03	32,633 28	340 51	124,073 82	91,811 74	32,262 08
58	Nosbonsing and Nipissing		24,564 96		24,564 96	24,564 09	
59	Nova Scotia Steel and Coal Co	2,177 45	2,856 24		5,033 69	11,841 90	−6,808 21
60	Orford Mountain	8,254 74	19,353 49		27,608 23	38,468 27	−10,860 04
61	Ottawa and New York	67,946 68	48,481 24	1,634 94	118,062 86	124,679 04	−6,616 18
62	Philipsburg Railway and Quarry Co		1,639 55		1,639 55	6,239 25	−4,599 70
63	Princeton Branch of Washington Co	8,946 75	16,139 41		25,086 16	11,764 70	13,321 46
64	Père Marquette	173,407 39	1,806,664 32	28,880 78	2,008,952 49	1,712,949 76	296,002 73
65	Quebec Central	348,767 09	755,537 00	6,420 29	1,110,724 38	787,293 15	323,431 23
66	Quebec and Lake St. John	226,360 73	406,100 43	24,053 72	656,514 88	489,308 81	167,206 07
67	Quebec Railway, Light and Power Co	152,929 72	44,046 47	5,369 35	202,345 54	149,478 32	52,867 22
68	Quebec, Montreal and Southern	111,984 77	176,128 98	29,405 76	317,519 51	293,898 76	23,620 75
69	Red Mountain	5,320 79	26,270 22	2,738 13	34,329 14	33,924 41	404 73
70	Rutland and Noyan	7,450 92	11,693 78		19,144 70	10,359 54	8,785 16
71	Salisbury and Harvey	11,807 40	20,800 84	178 88	32,787 12	47,788 16	−15,001 04
72	Schomberg and Aurora	4,309 23	4,628 49		8,937 72	13,722 62	−4,784 90
73	Stanstead, Shefford and Chambly	31,628 36	43,311 55	756 88	75,696 79	75,944 23	−247 44
74	St. Clair Tunnel	65,430 00	239,377 50	16 67	304,824 17	140,492 41	164,331 76
75	St. Lawrence and Adirondack	177,465 71	235,421 61	470 24	413,357 56	268,461 10	144,896 46
76	Sydney and Louisburg (Dominion Coal Co.)	20,127 36	398,493 28	71 44	418,692 08	405,888 28	12,803 80

(*Concl.*)—INCOME Account of Railways for the Year ending June 30, 1908, including Comparative Statement of Net Earnings.

Number.	1 Name of Railway.	3 Earnings. Passenger.	4 Earnings. Freight.	A Earnings. Other Earnings from Operation.	5 Earnings. Total Gross including other Earnings from Operation. Cols. 3+4+A.	6 Operating Expenses.	7 Net Earnings. 1908. Cols. 5—6.
		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
77	Temiscouata	65,607 05	141,475 95	3,696 07	210,779 07	152,922 67	57,856 40
78	Temiskaming and Northern Ontario	371,779 44	415,582 02	17,958 92	805,320 38	710,198 71	95,121 67
79	Thousand Islands	11,474 35	20,175 44	2,423 81	34,073 60	28,941 17	5,132 43
80	Toronto, Hamilton and Buffalo	265,699 30	549,190 56	40,200 61	855,090 47	668,345 73	186,744 74
81	Vancouver, Victoria and Eastern / Vancouver, Westminster and Yukon	87,995 35	287,196 20	1,593 12	376,784 67	333,677 88	43,106 79
82	Victoria and Sydney, B.C.	18,849 38	20,856 46	930 11	40,635 95	35,650 81	4,985 14
83	Victoria Terminal Railway and Ferry Co	1,862 75	1,756 31	10,997 94	14,617 00	22,410 61	–7,793 61
84	Wabash Railway Co. in Canada	752,989 12	1,705,069 43	.....	2,458,058 55	2,178,729 98	279,328 57
85	Wellington Colliery Co.	3,180 00	34,662 99	.....	37,842 99	37,302 99	540 00
86	Wellington Colliery Co. (Ladysmith)	.....	57,709 67	.....	57,709 67	57,709 67	.....
87	York and Carleton	1,292 60	3,350 19	.....	4,642 79	4,238 25	404 54
	Total	46,854,158 97	94,154,522 05	5,909,632 59	146,918,313 61	107,304,142 51	39,614,171 10

Table 7.—Earnings and Income for the Year ending June 30, 1908.

A.—Earnings from Operation.

No.	1 Name of Railway.	2 Earnings arising from Passenger Service. Passenger Revenue.	3 Revenue per Passenger per Mile.	4 Mail.	5 Express.	A Miscellaneous—Extra Baggage, Storage and other Items.	6 Total Passenger Earnings, including Miscellaneous.	7 Passenger Earnings per Train Mile.	8 Proportion to Total Earnings. 100 × Col. 6 / Col. 16.
		$ cts.	Cents.	$ cts.	$ cts.	$ cts.	$ cts.	Cents.	p. c.
1	Alberta Railway and Irrigation Co	52,516 85	·3769	648 34	4,781 72	1,477 50	59,424 41	·94798	29·11
2	Algoma Central and Hudson Bay	23,751 61	·3571				23,751 61	·47889	65·84
3	Atlantic and Lake Superior	24,317 57	·1566	3,668 24	805 81		28,791 62	·45194	39·26
4	Atlantic, Quebec and Western	3,682 25	·3142			16 25	3,698 50	·31736	41·96
5	Bay of Quinté	38,327 54	·2621	6,535 51	2,210 36		47,073 41	·21507	20·31
6	Bedlington and Nelson	178 71	·4118		71 00	2 19	251 90	·11607	31·21
7	Beersville Coal and Ry. Co., now North Shore Ry. Co.	648 10	·3125				648 10	·7309	12·75
8	Bessemer and Barry's Bay								
9	Brandon, Saskatchewan and Hudson Bay	17,881 74	·2666		1,056 70	238 40	19,176 84	·44835	49·21
10	British Yukon	67,168 55	·6824	4,500 00	2,414 26	1,082 35	75,165 16	1·33627	23·74
11	Brockville, Westport and North Western	29,003 12	·1372	3,380 40	962 06		33,345 58	·58603	52·48
12	Buctouche and Moncton	8,897 48	·2174	601 60	42 69	978 59	10,520 36	·51049	38·59
13	Canada Coal and Ry. Co., now Maritime Coal, Ry. and Power Co	6,028 41	·3313	301 44	313 66	172 10	6,815 61	·39857	18·60
14	Canada Southern	1,741,379 67	·2226	117,411 90	345,224 57		2,204,016 14	1·31032	27·95
15	Canadian Government Railways—Intercolonial	2,633,160 13	·1845	178,402 32	176,565 01	39,582 85	3,027,710 31	93090	33·88
16	Prince Edward Island	133,662 25	·1821	23,219 90	1,544 38	3,471 06	161,897 59	·49044	51·72
17	Canadian Northern	1,772,816 38	·2381	72,919 50	107,266 21	73,270 39	2,026,272 48	1·06704	20·69
18	Canadian Northern, Ontario	112,005 90	·2084	84 70	6,665 92	4,064 79	122,821 31	·69978	50·01
19	Canadian Northern, Quebec	187,794 84	·1926	8,435 08	10,225 06	2,284 12	208,739 10	·68585	30·69
20	Canadian Pacific	19,655,394 44	·1898	709,834 56	1,566,484 97	1,313,631 27	23,245,345 24	1·57410	33·02
21	Cape Breton	5,119 25	·2907		121 84	109 00	5,350 09	·27447	66·89
22	Caraquet	12,894 81	·3023	2,494 49			15,389 30	·38329	29·92
23	Carillon and Grenville	1,547 75	·2769				1,547 75	·56159	60·42
24	Central Ontario	72,214 19	·2237	6,625 12	5,591 90		84,431 21	·55671	31·33

TABLE 7 (*Concluded*).—EARNINGS and Income for the Year ending June 30, 1908.

No.	Name of Railway.	EARNINGS ARISING FROM PASSENGER SERVICE.							
		1	2	3	4	5	A	6	7	8
		Passenger Revenue.	Revenue per Passenger per mile.	Mail.	Express.	Miscellaneous—Extra Baggage, Storage and other Items.	Total Passenger Earnings, including Miscellaneous.	Passenger Earnings per Train Mile.	Proportion to Total Earnings. 100 × Col. 6 / Col. 16.
		$ cts.	Cts.	$ cts.	$ cts.	$ cts.	$ cts.	Cents.	p.c.
25	Crows Nest Southern	24,837 01	·3723	1,302 22	982 45	311 98	27,433 66	·83530	14·69
26	Cumberland Railway and Coal Co	14,119 23	·2079	1,117 84	2,224 69	789 99	18,251 75	·40326	19·06
27	Dominion Atlantic	341,792 93	·2275	13,388 96	22,221 46	14,268 71	391,672 06	·80009	48·89
28	Elgin and Havelock	3,211 08	·2689	678 24	75 60	.....	3,964 92	·22115	31·95
29	Esquimalt and Nanaimo	.....	.....	.....	.....	.....	.....	.....	.....
30	Grand Trunk in Canada	8,957,520 38	·1771	364,015 77	1,024,213 40	195,247 05	10,540,996 60	1·23773	34·81
31	Grand Trunk (Canada Atlantic)	428,516 92	·1615	20,682 47	22,823 33	9,652 50	481,675 22	·67368	23·66
32	Halifax and South Western	184,541 66	·2332	6,722 08	15,244 55	4,640 58	211,148 87	·62514	54·53
33	Hampton and St. Martin's	4,077 90	·4536	325 00	37 68	45 60	4,485 58	·26859	38·17
34	Hereford	16,435 78	·2250	796 92	462 77	236 10	17,931 57	·30304	24·17
35	Inverness Railway and Coal Co	20,658 81	·2650	.....	386 54	710 43	21,755 78	·52008	10·35
36	Irondale, Bancroft and Ottawa	6,004 25	·3000	706 50	466 41	.....	7,177 16	·22805	28·50
37	Kaslo and Slocan	5,925 69	·6179	1,456 59	143 02	27 83	7,553 13	·44041	42·69
38	Kent Northern	7,113 97	·7113	678 24	425 73	.....	8,217 94	·56364	43·44
39	Kettle River Valley	275 85	·4244	.....	.....	.....	275 85	·11016	9·23
40	Kingston and Pembroke	50,784 37	·3337	7,224 21	2,485 45	441 50	60,935 53	·32426	28·02
41	Klondyke Mines	11,233 00	1·5000	.....	.....	25 75	11,258 75	·91968	23·96
42	Liverpool and Milton	840 00	·1875	.....	.....	.....	840 00	·10370	8·95
43	Lotbinière and Mégantic	4,221 34	·2685	753 60	.....	.....	4,974 94	·26491	15·76
44	London and Port Stanley	43,096 65	·1175	1,557 68	4,424 38	617 11	49,695 82	·62058	40·06
45	Manitoulin and North Shore	1,183 60	·4192	.....	.....	.....	1,183 60	·9184	2·53
46	Massawippi Valley	70,911 61	·2128	2,851 43	999 96	627 60	75,390 60	·92912	37·94
47	Midland Ry. Co. of Manitoba	7,699 91	·2369	44 04	234 97	269 43	8,248 35	·27027	24·44
48	Montreal and Atlantic	177,344 01	·2290	9,433 78	11,573 87	.....	198,351 66	·66534	26·18
49	Montreal and Province Line	42,542 53	·2063	1,944 70	2,689 04	213 60	47,389 87	·66945	52·61
50	Montreal and Vermont Junction	46,229 62	·1477	2,538 00	4,735 00	65 50	53,568 12	·78826	31·98

51	Morrissey, Fernie and Michel	8,342 85	·467				8,342 85	·54184	7·83
52	Napierville Junction	4,297 97	·2791	249 05	21 66		4,568 68	·27204	23·21
53	Nelson and Fort Sheppard	32,483 44	·3716	1,633 40	1,535 84	419 59	36,072 27	·70932	37·64
54	New Brunswick Coal and Railway Co	10,913 31	·2519	1,285 28	328 69		12,527 28	·20747	23·18
55	New Brunswick and Prince Edward Island	9,223 66	·2456	929 32	227 33		10,380 31	·35104	35·47
56	New Brunswick Southern	15,847 30	·2089	2,221 42	1,408 69	84 76	19,562 17	·37018	43 21
57	New Westminster Southern	85,894 43	·3245	1,632 01	2,403 53	1,170 06	91,100 03	1·54066	73·42
58	Nosbonsing and Nipissing								
59	Nova Scotia Steel and Coal Co	1,863 45	·2400	314 00			2,177 45	·13864	43·24
60	Orford Mountain	7,413 74	·2765	527 52	226 68	86 80	8,254 74	·17167	29·90
61	Ottawa and New York	60,277 49	·2155	4,162 85	2,453 89	1,052 45	67,946 68	·88286	57·55
62	Philipsburg Railway and Quarry Co								
63	Princeton Branch of Washington Co	8,343 28	·1792	218 04	377 08	8 35	8,946 75	·88890	35·66
64	Père Marquette	143,197 97	·1969	8,216 90	19,060 05	2,932 47	173,407 39	·61597	8·63
65	Quebec Central	314,293 16	·2099	18,808 72	10,612 16	5,053 05	348,767 09	·80757	31·40
66	Quebec and Lake St. John	203,060 01	·2063	14,455 92	8,405 80	439 00	226,360 73	·83798	34·48
67	Quebec Railway, Light and Power Co	141,233 95	·2000	1,230 88		10,464 89	152,929 72	·54035	75·57
68	Quebec, Montreal and Southern	101,399 19	·2394	5,084 68	4,325 60	1,175 30	111,984 77	·82716	35·26
69	Red Mountain	4,288 77	·3700	282 80	646 01	103 21	5,320 79	·72907	15·50
70	Rutland and Noyan	7,219 49	·2203	87 36	144 07		7,450 92	1·61590	38·91
71	Salisbury and Harvey	9,214 89	·2086	2,260 80	331 71		11,807 40	·65596	36·01
72	Schomberg and Aurora	4,309 23	·1535				4,309 23	·23638	48·20
73	Stanstead, Shefford and Chambly	24,456 10	·1978	1,746 34	4,620 53	805 39	31,628 36	·49112	41·78
74	St. Clair Tunnel, yard and approaches	65,430 00					65,430 00		21·46
75	St. Lawrence and Adirondack	167,237 24	·1843	1,723 21	7,692 70	812 56	177,465 71	1·32084	42·93
76	Sydney and Louisburg (Dominion Coal Co.)	16,789 49	·2428	1,126 80	1,222 11	988 96	20,127 36	·60168	5·00
77	Temiscouta	57,290 26	·2594	5,824 54	1,240 52	1,251 73	65,607 05	·45780	31·12
78	Temiscaming and Northern Ontario	342,828 64	·2288	9,679 83	19,270 07		371,779 44	1·52256	46·16
79	Thousand Islands	8,186 48	·4111	672 00	2,615 87		11,474 35	·28946	33.67
80	Toronto, Hamilton and Buffalo	251,519 18	·2195	3,180 12	11,000 00		265,699 30	·96007	31·07
81	Vancouver, Victoria and Eastern Vancouver, Westminster and Yukon	80,356 11	·3126	3,121 04	3,329 26	1,188 94	87,995 35	·88215	23·35
82	Victoria Terminal Railway and Ferry Co	1,830 96	·2544	31 79			1,862 75	1·20879	12·74
83	Victoria and Sydney, B. C.	18,425 39	·2168	423 99			18,849 38	·85745	46·38
84	Wabash Railway Co. in Canada	709,466 41	·1994	1,448 92	33,448 46	8,625 30	752,989 12	1·04047	30·33
85	Wellington Colliery Co	2,940 00	·4646	240 00			3,180 00	·24651	8·40
86	" " (Ladysmith)								
87	York and Carleton	1,119 60	·2799	20 00	153 00		1,292 60	·16345	27.84
	Total	39,992,503 11		1,670,120 90	3,486,300 63	1,705,234 33	46,854,158 97		

TABLE 7 *(Continued)*—EARNINGS and Income for the Year ending June 30, 1907.

A.—Earnings from Operation.

No.	Name of Railway.	9	10	B	11	12	13	14	15	16	17
		EARNINGS ARISING FROM FREIGHT SERVICE.						OTHER EARNINGS.		SUMMARY OF EARNINGS.	
		Freight Revenue.	Revenue per Ton per Mile.	Miscellaneous—Stock Yards, Elevators and other Items.	Total Freight Earnings, including Stock Yards, Elevators and Miscellaneous.	Freight Earnings per Train Mile.	Proportion to Total Earnings. 100 × Col. 11 / Col. 16	Balance of Car Mileage, Switching Charges and Hire of Equipment.	Telegraph, Rents and other Sources.	Total Earnings from Operation. Cols. 6+11+14+15	Total Earnings per Train Mile.
		$ cts.	Cents.	$ cts.	$ cts.	$ cts	p. c.	$ cts.	$ cts.	$ cts.	$ cts.
1	Alberta Railway and Irrigation Co	134,622 97	·3090		134,622 97	1·89738	65·96		10,046 69	204,094 07	2·87651
2	Algoma Central and Hudson Bay	137,717 17	·1546		137,717 17	2·77664	69·12		199,253 49	360,722 27	7·27292
3	Atlantic and Lake Superior	43,949 72	·1409		43,949 72	57450	59 94	578 40		73,319 74	·82474
4	Atlantic, Quebec and Western	5,114 57	·3649		5,114 57	·43887	58·03			8,813 07	·75623
5	Bay of Quinté	182,489 87	·1570		182,489 87	·83378	78·04	1,428 41	2,830 75	233,822 44	1·06831
6	Bedlington and Nelson	553 71	·4052		553 71	·25516	68·60	1 50		807 11	·37194
7	Beersville Coal and Ry. Co., now North Shore Ry. Co	4,432 78	·4999		4,432 78	·50088	87·24			5,080 88	·37184
8	Bessemer and Barry's Bay										
9	Brandon, Saskatchewan and Hudson Bay	19,491 57	·1053	41 48	19,533 05	·83704	50·12		266 50	38,976 39	·60561
10	British Yukon	237,089 11	·8214		237,089 11	4·12257	74·89		4,260 57	316,514 84	5·47793
11	Brockville, Westport and North West	30,183 15	·4124		30,183 15	1·07146	47·50		9 00	63,537 73	1·11138
12	Buctouche and Moncton	16,739 14	·3143		16,739 14	·81226	61 40			27,259 50	1·32276
13	Canada Coal and Ry. Co., now Maritime Coal, Ry. & Power Co	27,937 59	·3589		27,937 59	1·44186	76·26	1,748 68	138 13	36,640 01	1·88283
14	Canada Southern	5,496,012 50	·547		5,496,012 50	2·51807	69·73		184,136 62	7,884,165 26	2·12290
	Canadian Government Railways—										
15	Intercolonial	5,820,857 34	·578		5,820,857 34	1·29468	63·12	30,854 31	56,512 18	8,935,934 14	1·23813
16	Prince Edward Island	142,411 79	·3900		142,411 79	·43141	45·50	7,983 52	690 50	312,983 40	·94813
17	Canadian Northern	6,823,528 42	·779	1,254 56	6,824,782 98	2·36410	70·30	105·714 47	752,692 78	9,709,462 71	2·20175
18	Canadian Northern, Ontario	115,644 34	·1639	472 73	116,117 07	2·02782	47·28	3,041 63	3,621 73	245,601 74	1·05511
19	Canadian Northern, Quebec	448,743 16	·1263	117 62	448,860 78	1·48623	65·98	7,167 64	15,433 51	680,201 03	1·26509
20	Canadian Pacific	43,377,728 06	·742	355,701 19	43,733,429 25	2·29919	62·13		3,410,390 83	70,389,165 32	2·19063

21	Cape Breton	2,510 38	·4199		2,510 38	·12853	31·38	137 44		7,997 91	·41031
22	Caraquet	36,030 27	·2191		36,030 27	·89739	70·07			51,419 57	1·28068
23	Carillon and Grenville	119 84	·1181		119 84	·4348	4·69		894 00	2,561 59	·60507
24	Central Ontario	170,760 00	·1626		170,760 00	1·02326	63·38		14,230 85	269,422 06	·140780
25	Crows Nest Southern	157,653 54	·1342	244 59	157,898 13	4·38728	84·55	177 50	1,222 65	186,731 94	2·71283
26	Cumberland Railway and Coal Co	77,480 92	·1499		77,480 92	2·18398	80·93			95,732 67	2·11517
27	Dominion Atlantic	407,366 51	·2601	1,666 87	409,033 38	1·66231	51·04	53 00	529 77	801,288 21	1·66231
28	Elgin and Havelock	8,445 57	·4787		8,445 57	·47108	68·05			12,410 49	·69224
29	Esquimalt and Nanaimo										
30	Grand Trunk in Canada	19,011,649 93	685		19,011,649 93	1·87280	62·78		728,055 23	30,280,701 76	1·66424
31	Grand Trunk (Canada Atlantic)	1,445,066 39	581		1,445,066 39	1·34750	71·04	52,720 95	55,954 70	2,035,417 26	1·22765
32	Halifax and South Western	173,215 62	·1965	349 95	173,565 57	·70397	44·82		2,470 62	387,185 06	1·05696
33	Hampton and St. Martin's	7,265 67	·2411		7,265 67	·43507	61·83			11,751 25	·70366
34	Hereford	54,613 26	·1070	1,543 00	56,156 26	1·09343	75·70	3 00	92 00	74,182 83	·87072
35	Inverness Railway and Coal Co	187,121 96	·1072	288 22	187,410 18	1·48391	89·19		946 98	210,112 94	1·66368
36	Irondale, Bancroft and Ottawa	18,000 80	·2256		18,000 80	·57327	71·50			25,177 96	·80184
37	Kaslo and Slocan	9,871 42	·4838	44 08	9,915 50	·57816	56·05	160 00	60 81	17,689 44	1·03145
38	Kent Northern	10,698 72	·4457		10,698 72	·70338	56·56			18,916 66	1·29743
39	Kettle River Valley	2,714 50	·2463		2,714 50	1·08400	90·77			2,990 35	1·19423
40	Kingston and Pembroke	139,142 07	·2221		139,142 07	1·16466	63·99	660 00	16,685 63	217,423 23	1·09943
41	Klondyke Mines	35,281 23	3·7999		35,281 23	1·22432	75·08	50·00	401 00	46,990 98	1·63066
42	Liverpol and Milton	8,539 53	·8474		8,539 53	1·05426	91·05			9,379 53	1·15796
43	Lotbinore and Mégantic	26,391 39	·3376		26,391 39	1·40529	83·60		201 06	31,567 39	1·68090
44	Londonieand Port Stanley	66,102 42	·855		66,102 42	1·02264	53·28	4,830 00	3,426 21	124,054 45	·99299
45	Manitou lin and North Shore	43,297 18	·1809		43,297 18	3·35976	92·80	2,125 00	48 00	46,653 78	3·62022
46	Massawippi Valley	122,757 10	·819		122,757 10	1·34478	61·78		540 00	198,687 70	1·17944
47	Midland Ry. Co. of Manitoba	25,268 23	·945	20 90	25,289 13	·82300	74·93	131 00	80 00	33,748 48	1·06401
48	Montreal and Atlantic	537,648 29	·1129		537,648 29	1·27549	70·98		21,412 07	757,412 02	1·35646
49	Montreal and Province Line	39,768 80	·2151		39,768 80	·75269	44·15		2,917 25	90,075 92	·95054
50	Montreal and Vermont Junction	107,664 62	·551		107,664 62	3·09829	64·28		6,261 30	167,494 04	1·63264
51	Morrissey, Fernie and Michel	91,959 75	·1270		91,959 75	4·77762	86·32	7,464 27	Cr. 1,244 15	106,522 72	5·53422
52	Napierville Junction	15,100 42	·1050		15,100 42	·83849	77·28		12 00	19,681 10	1·09285
53	Nelson and Fort Sheppard	58,332 57	·4607	312 43	58,645 00	2·91636	61·20	58 50	1,048 68	95,824 45	1·54088
54	New Brunswick Coal and Ry. Co.	33,645 67	·1300		33,645 67	·55724	62·27	2,574 00	5,283 76	54,030 71	·89485
55	New Brunswick and P. E. Island	18,880 29	·3758		18,880 29	·44528	61·53			29,260 60	·62455
56	New Brunswick Southern	25,668 79	·3325	15 96	25,684 75	·38380	56·74	17 50		45,264 42	·67637
57	New Westminster Southern	32,399 76	·2149	233 52	32,633 28	1·59270	26·30	86 50	254 01	124,073 82	1·66949
58	Nosbonsing and Nipissing	24,564 96			24,564 96		100·00			24,564 96	
59	Nova Scotia Steel and Coal Co	2,856 24	·4070		2,856 24		56·76			5,033 69	·32062
60	Orford Mountain	19,353 49	·4714		19,353 49	1·45712	70·10			27,608 23	·55848
61	Ottawa and New York	46,467 58	·1504	2,013 66	48,481 24	1·28611	41·06	42 68	1,592 26	118,062 86	1·02970
62	Philipsburg Ry. and Quarry Co	1,639 55	·4675		1,639 55	·68314	100·00			1,639 55	·68314
63	Princeton Brch. of Washington Co.	16,139 41	·2328		16,139 41	2·34960	64 34			25,086 16	2·38848
64	Père Marquette	1,806,664 32	·532		1,806,664 32	2·18815	89·93	16,278 39	12,602 39	2,008,952 49	1·82598
65	Quebec Central	755,537 00	·1383		755,537 00	1·70182	68·02	730 36	5,689 93	1,110,724 38	1·68031
66	Quebec and Lake St. John	406,100 43	·1469		406,100 43	2·06999	62·00	12,011 21	12,042 51	656,514 88	1·49732
67	Quebec Railway, Light and Power Company	44,046 47	·4229		44,046 47	2·08257	21·27		5,369 35	202,345 54	·66524
68	Quebec, Montreal and Southern	176,128 98	·1019		176,128 98	1·67620	55·47	16,132 26	13,273 50	317,519 51	1·57657
69	Red Mountain	26,140 28	·2477	129 94	26,270 22	3·59965	76·52	2,575 50	162 63	34,329 14	2·14450

TABLE 7 (*Concluded*).—EARNINGS and Income for the Year ending June 30, 1908.

No.	Name of Railway.	Earnings Arising from Freight Service.						Other Earnings.		Summary of Earnings.	
		Freight Revenue.	Revenue per Ton per Mile.	Miscellaneous—Stock Yards, Elevators and other items.	Total Freight Earnings, including Stock Yards, Elevators and Miscellaneous.	Freight Earnings per Train Mile.	Proportion to Total Earnings. $\frac{100 \times \text{Col. } 11}{\text{Col. } 16.}$	Balance of Car Mileage, Switching Charges and Hire of Equipment.	Telegraph, Rents and other Sources.	Total Earnings from Operation. Cols. 6+11+14+15	Total Earnings per Train Mile.
		$ cts.	Cts.	$ cts.	$ cts.	$ cts.	p.c.	$ cts.	$ cts.	$ cts.	$ cts.
70	Rutland and Noyan	11,693 78	·1026	.....	11,693 78	4·16890	61·09	.....	.....	19,144 70	2·58153
71	Salisbury and Harvey	20,800 84	·1766	.....	20,800 84	1·15560	63·44	.....	178 88	32,787 12	1·82150
72	Schomberg and Aurora	4,628 49	1·3163	.....	4,628 49	1·20533	51·80	.....	.....	8,937 72	·40497
73	Stanstead, Shefford and Chambly	43,311 55	·1627	.....	43,311 55	·96134	57·21	.....	756 88	75,696 79	·83953
74	St. Clair Tunnel, yard and approaches	239,377 50	.....	.....	239,377 50	.....	78·51	.....	16 67	304,824 17	.....
75	St. Lawrence and Adirondack	234,971 49	·1061	450 12	235,421 61	2·49973	56·95	.....	470 24	413,357 56	1·80871
76	Sydney and Louisburg (Dominion Coal Co.)	398,493 28	·663	.....	398,493 28	4·30524	94·78	.....	71 44	418,692 08	3·32263
77	Temiscouta	141,475 95	·2440	.....	141,475 95	1·59024	67·12	174 84	3,521 23	210,779 07	1·30014
78	Temiscaming and Northern Ontario	415,582 02	·1443	.....	415,582 02	2·55607	51·60	.....	17,958 92	805,320 38	1·80598
79	Thousand Islands	20,175 44	1·1145	.....	20,175 44	·50899	59·18	.....	2,423 81	34,073 60	·85957
80	Toronto, Hamilton and Buffalo	544,217 38	·1196	4,973 18	549,190 56	3·31203	64·22	1,198 79	39,001 82	855,090 47	1·91595
81	Vancouver, Victoria & Eastern. Vancouver, Westminster and Yukon	284,931 00	·1496	2,265 20	287,196 20	2·90961	76·21	492 00	1,101 12	376,784 67	2·31515
82	Victoria Terminal Railway and Ferry Co.	1,756 31	·5182	.....	1,756 31	2·47020	12·01	.....	10,997 94	14,617 00	9·48539
83	Victoria and Sydney, B. C.	20,820 70	·4742	35 76	20,856 46	2·05562	51·32	5 00	925 11	40,635 95	1·84851
84	Wabash Railroad Co. in Canada	1,700,537 33	·602	4,532 10	1,705,069 43	2·11468	69·67	.....	.....	2,458,058 55	1·61939
85	Wellington Colliery Co.	3,503 45	.....	31,159 54	34,662 99	2·68705	91·60	.....	.....	37,842 99	2·93356
86	" " (Ladysmith)	57,709 67	·1201	.....	57,709 67	4·63755	100·00	.....	.....	57,709 67	4·63755
87	York and Carleton	3,350 19	·3530	.....	3,350 19	·42364	72·16	.....	.....	4,642 79	·58710
	Total	93,746,655 45	.....	407,866 60	94,154,522 05	.....	.....	279,408 25	5,630,224 34	146,918,313 61	.....

TABLE 8.—GENERAL EXPENDITURES for the Year ending June 30, 1908.

Number.	Name of Railway.	Total Operating Expenses. Amount. Cols. 5+6+7+8	Total Operating Expenses per Train Mile.	Proportion to Earnings from Operation. 100 x Col. 2 / T. 7., Col. 16.	Distribution of Operating Expenses. Maintenance of Way. and Structures.	Maintenance of Equipment.	Conducting Transportation.	General Expenses.	Number.
		$ cts.	$ cts.	p.c.	$ cts.	$ cts.	$ cts.	$ cts.	
1	Alberta Railway and Irrigation Co.	178,066 20	2·50967	87·24	77,239 92	19,642 19	65,658 52	15,525 57	1
2	Algoma Central and Hudson Bay	253,146 71	5·10397	70·18	35,453 96	48,413 90	156,581 30	12,697 55	2
3	Atlantic and Lake Superior	73,507 33	·82674	100·25	18,442 75	8,328 05	38,648 90	8,087 63	3
4	Atlantic, Quebec and Western	22,182 54	1·90343	251·70	4,373 13	1,381 96	12,606 45	3,821 00	4
5	Bay of Quinté	160,788 15	·73463	68·76	29,907 52	23,995 39	99,638 16	7,247 08	5
6	Bedlington and Nelson (now North Shore Ry. Co.)	14,968 75	6·89804	185·48	12,135 63	486 59	1,965 96	380 57	6
7	Beersville Coal and Railway Co.	4,791 22	·35064	94·29	992 54	189 45	3,578 98	30 25	7
8	Bessemer and Barry's Bay								8
9	Brandon, Saskatchewan and Hudson Bay	102,915 32	1·60066	264·04	32,249 26	10,047 20	57,141 79	3,477 07	9
10	British Yukon	143,848 88	2·48959	45·44	54,360 21	16,889 54	60,272 61	12,326 52	10
11	Brockville, Westport and Northwestern	30,161 38	·52757	47·46	5,251 59	2,479 96	15,335 22	7,094 61	11
12	Buctouche and Moncton	23,125 55	1·12211	84·83	8,582 82	3,038 45	8,343 24	3,161 04	12
13	Canada Coal and Railway Co. (now Maritime Coal, Railway and Power Co.)	23,843 97	1·22525	65·07	4,049 90	1,719 19	15,551 55	2,523 33	13
14	Canada Southern	5,486,128 34	1·47720	69·58	807,947 07	828,970 61	3,678,455 77	170,754 89	14
15	Canadian Govt. Railways—Intercolonial	9,349,072 78	1·29537	104·62	1,732,390 38	2,059,883 21	5,314,955 34	241,843 85	15
16	" " " Prince Edward Island	408,460 31	1·23735	130·50	116,098 35	75,487 85	202,528 33	14,345 78	16
17	Canadian Northern	6,527,768 73	1·48025	67·23	1,458,588 41	1,130,198 13	3,684,106 62	254,875 57	17
18	Canadian Northern Ontario	245,197 82	1·05337	99·83	52,022 06	36,842 05	137,514 41	18,819 30	18
19	Canadian Northern Quebec	709,411 11	1·31941	104·29	132,358 35	114,079 03	423,100 46	39,873 27	19
20	Canadian Pacific	47,980,269 05	1·49322	68·16	9,630,803 95	9,459,860 45	27,448,405 51	1,441,199 14	20
21	Cape Breton	17,126 21	·87862	214·12	4,386 16	2,691 53	6,736 58	3,311 94	21
22	Caraquet	52,672 85	1·31190	102·43	14,911 15	10,940 85	21,127 75	5,693 10	22
23	Carillon and Grenville	5,423 86	1·64363	211·71	2,540 00	1,085 33	1,735 88	62 65	23
24	Central Ontario	153,927 53	·80431	57·13	50,999 01	14,149 63	79,669 35	9,109 54	24
25	Crow's Nest Southern	137,950 33	2·00413	73·87	49,029 68	17,235 86	67,503 22	4,181 57	25
26	Cumberland Railway and Coal Co.	45,875 15	1·01359	47·91	24,006 43	10,822 80	11,045 92		26
27	Dominion Atlantic	510,127 07	·91868	64·91	118,591 97	59,479 08	290,469 67	41,586 35	27
28	Elgin and Havelock	10,870 14	·60632	87·59	4,074 65	832 68	5,267 17	695 64	28

TABLE 8.—GENERAL EXPENDITURES for the Year ending June 30, 1908.

Number.	Name of Railway.	Total Operating Expenses. Amount. Cols. 5+6+7+8	Total Operating Expenses per train mile.	Proportion to Earnings from Operation. 100 x col. 2 / T. 7, col. 16	Distribution of Operating Expenses. Maintenance of Way and Structures.	Maintenance of Equipment.	Conducting Transportation.	General Expenses.	Number.
		$ c.	$ c.	p.c.	$ c.	$ c.	$ c.	$ c.	
29	Esquimalt and Nanaimo								29
30	Grand Trunk in Canada	21,000,569 09	1·15420	69·35	3,653,320 63	4,134,932 99	12,423,565 03	788,750 44	30
31	" " Canada Atlantic	1,968,652 58	1·18738	96·70	359,962 42	431,800 88	1,122,269 60	54,619 68	31
32	Halifax and Southwestern	384,981 15	1·05095	99·43	118,154 14	41,864 74	200,999 08	23,963 19	32
33	Hamilton and St. Martins	6,946 33	·41594	59·10	1,934 26		3,948 96	1,063 11	33
34	Hereford	100,856 90	1·18381	135·95	29,711 22	17,320 68	51,265 48	2,559 52	34
35	Inverness Railway and Coal Co	114,565 96	·90713	54·52	36,282 41	23,379 68	47,313 25	7,590 62	35
36	Irondale, Bancroft and Ottawa	28,507 44	·90788	113·22	8,929 85	1,551 23	13,530 75	4,495 61	36
37	Kaslo and Slocan	50,196 15	2·92689	283·76	32,372 56	2,951 22	14,327 56	544 81	37
38	Kent Northern	10,725 00	·73559	56·70	4,020 00	825 00	4,300 00	1,580 00	38
39	Kettle River Valley	3,553 30	1·41954	152·27	981 45	695 21	1,488 95	387 69	39
40	Kingston and Pembroke	174,361 50	·88168	80·19	52,916 97	24,798 40	89,773 68	6,872 45	40
41	Klondyke Mines	92,332 14	3·43702	196 48	29,802 07	15,138 91	30,445 96	16,945 20	41
42	Liverpool and Milton	5,828 96	·71962	62·14	6 20	1,621 26	3,717 57	483 93	42
43	Lotbiniere and Megantic	26,390 93	1·40526	83·60	8,693 00	3,381 28	12,075 45	2,241 20	43
44	London and Port Stanley	143,658 04	1·14991	115·80	21,219 78	21,725 91	94,775 61	5,936 74	44
45	Manitoulin and North Shore	34,653 09	2·68899	74·27	10,420 95	4,635 28	14,050 74	5,546 12	45
46	Massawippi Valley	177,685 10	1·05477	89·42	40,648 54	17,073 93	114,484 93	5,477 70	46
47	Midland Railway of Manitoba	91,457 19	2·88338	271·00	42,045 01	6,567 39	39,997 03	2,847 76	47
48	Montreal and Atlantic	720,208 15	1·28983	95·08	193,215 14	112,319 84	391,343 54	23,329 63	48
49	Montreal and Province Line	71,319 42	·75049	79·17	24,830 83	2,661 25	41,976 93	1,850 41	49
50	Montreal and Vermont Junction	90,147 90	·87900	53·82	13,637 37	25,329 41	46,721 21	4,459 91	50
51	Morrissey, Fernie and Michel	80,876 81	4·20182	75·92	11,982 46	13,327 50	48,209 66	7,357 19	51
52	Napierville Junction	32,847 60	1·82395	166·90	8,501 14	916 30	21,642 73	1,787 43	52
53	Nelson and Fort Sheppard	124,766 68	2·00628	130·20	48,429 44	12,060 98	61,218 99	3,057 27	53
54	New Brunswick Coal and Railway Co	56,096 96	·92908	103·82	15,907 55	9,724 88	23,768 85	6,695 68	54
55	New Brunswick and P. E. Island	23,572 61	·50315	80·56	8,342 35	3,693 30	10,182 39	1,354 57	55
56	New Brunswick Southern	47,750 37	·71352	105·49	14,263 05	2,765 18	25,120 53	5,601 61	56
57	New Westminster Southern	91,811 74	1·23539	73 99	17,843 89	9,276 68	61,228 11	3,463 06	57

58	Nosbonsing and Nipissing	24,564 96	... .	100·00	7,860 79	3,684 75	.. ..	13,019 42	58
59	Nova Scotia Steel and Coal Co	11,841 90	·75426	235·24	4,669 12	1,360 25	5,812 53	....	59
60	Orford Mountain	38,468 27	·77818	139·33	14,413 08	2,080 14	18,755 90	3,219 15	60
61	Ottawa and New York...	124,679 04	1·08740	105·60	38,365 19	13,726 16	66,903 34	5,684 35	61
62	Philipsburg Railway and Quarry Co.....	6,239 25	2·59968	380·42	1,417 43	.....	1,721 82	3,100 00	62
63	Princeton Branch of Washington Co.....	11,764 70	1·12013	46·88	3,380 54	1,336 86	6,388 33	658 97	63
64	Père Marquette.....	1,712,949 76	1·55694	85·26	167,091 14	287,878 31	1,209,704 65	48,275 66	64
65	Quebec Central	787,293 15	1·19102	70·88	186,064 89	133,248 01	397,671 06	70,309 19	65
66	Quebec and Lake St. John	489,308 81	1·11597	74·53	91,930 40	75,151 65	282,427 62	39,799 14	66
67	Quebec Railway, Light and Power Co.....	149,478 32	·49143	73·87	23,709 32	18,416 62	83,580 83	23,771 55	67
68	Quebec, Montreal and Southern.....	293,898 76	1·45929	92·24	85,500 38	42,293 82	151,923 96	14,180 60	68
69	Red Mountain.....	33,924 41	2·11921	98·82	8,649 47	5,269 27	21,838 24	Cr. 1,832 57	69
70	Rutland and Noyan....	10,359 54	1·39691	54·11	1,688 65	1,774 56	6,113 89	782 44	70
71	Salisbury and Harvey.....	47,788 16	2·65434	145·75	27,366 25	4,572 26	14,091 15	1,758 50	71
72	Schomberg and Aurora.....	13,722 62	·62177	153·53	4,308 95	929 37	8,155 62	328 68	72
73	Stanstead, Shefford and Chambly.....	75,944 23	·84227	100·32	21,410 71	10,847 39	41,785 65	1,900 48	73
74	St. Clair Tunnel, yard and approaches.....	140,492 41	.....	46·08	15,733 38	18,612 12	106,075 26	71 65	74
75	St. Lawrence and Adirondack	268,461 10	1·17469	64·19	49,312 79	27,494 44	189,411 04	2,242 83	75
76	Sydney and Louisburg (Dominion Coal Company)..	405,888 28	3·22103	96·94	67,705 97	120,681 84	172,483 99	45,016 48	76
77	Temiscouata.....	152,922 67	·94327	72·55	43,806 63	26,518 54	64,977 48	17,620 02	77
78	Temiscaming and Northern Ontario.....	710,198 71	1·59266	88·18	125,150 68	108,008 13	448,558 46	28,481 44	78
79	Thousand Islands.....	28,941 17	·73010	84·92	5,698 10	3,142 97	16,446 01	3,654 09	79
80	Toronto, Hamilton and Buffalo.....	668,345 73	1·51526	78·16	182,074 81	69,145 95	377,010 53	40,113 44	80
81	{ Vancouver, Victoria and Eastern..... } { Vancouver, Westminster and Yukon..... }	333,677 88	2·05028	88·55	79,675 66	55,422 22	186,234 15	12,345 85	81
82	Victoria Terminal Railway and Ferry Co.....	22,410 61	14·54290	153·32	786 53	423 39	20,933 74	266 95	82
83	Victoria and Sydney, B.C.....	35,650 81	1·62174	87·73	10,449 83	5,626 53	16,028 01	3,546 44	83
84	Wabash Railroad Co. in Canada.....	2,178,729 98	1·43530	88·63	197,803 08	302,851 70	1,604,387 35	73,687 85	84
85	Wellington Colliery Co..... ..	37,302 99	2·89170	98·68	11,349 26	13,898 98	12,054 75	.....	85
86	Wellington Colliery Co., (Ladysmith).....	57,709 67	4·63755	100·00	9,775 22	17,582 45	30,352 00	....	86
87	York and Carleton.	4,238 25	·53594	91·27	1,300 00	137 00	2,756 00	45 25	87
	Final total.....	07,304,142 51	.....	.....	20,778,609 78	20,273,625 95	62,486,270 59	3,765,636 19	

TABLE 9.—CLASSIFICATION of Operating Expenses

No.	Name of Railway.	1	2	3	4	5	6
			MAINTENANCE OF WAY				
			Repairs of Roadway.	Renewals of Rails.	Renewals of Ties.	Repairs and Renewals of Bridges and Culverts.	Repairs and Renewals of Fences, Road-Crossings, Signs and Cattle Guards.
			$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
1	Alberta Ry. and Irrigation Co.		36,650 01	417 61	17,108 07	9,072 27	4,295 40
2	Algoma Central and Hudson Bay.		20,066 57	.....	1,228 14	1,128 65	115 99
3	Atlantic and Lake Superior.		14,380 84	.....	1,306 64	1,268 80	242 52
4	Atlantic, Quebec and Western.		3,047 35	.....	.....	307 10	.....
5	Bay of Quinté.		21,496 51	123 43	3,654 49	330 69	413 24
6	Bedlington and Nelson.		3,105 56	49 19	1,490 17	7,028 48	10 48
7	Beersville Coal and Ry. Co. (now North Shore Railway Co.)		883 00	.....	83 08	.....	.....
8	Bessemer and Barry's Bay		.....	.....	.....	.....	.....
9	Brandon, Saskatchewan and Hudson Bay.		27,078 04	291 39	.....	781 55	953 19
10	British Yukon		29,133 85	.....	15,379 70	2,166 00	13 90
11	Brockville, Westport and Northwestern		1,729 85	203 05	2,109 06	144 05	129 60
12	Buctouche and Moncton		4,732 45	.....	2,283 18	1,110 17	58 90
13	Canada Coals and Ry. Co. (now Maritime Coal, Ry. and Power Co.)		2,837 10	230 88	636 58	147 70	48 22
14	Canada Southern		407,118 25	190,059 84	88,827 33	34,593 15	20,261 40
	Canadian Government Railways—						
15	Intercolonial		838,021 69	92,308 32	292,669 39	46,696 77	53,175 32
16	Prince Edward Island		77,358 66	612 34	10,477 23	861 34	5,950 35
17	Canadian Northern		836,520 17	9,194 81	245,223 74	121,493 69	21,071 38
18	Canadian Northern Ontario		33,697 34	.....	1,342 55	3,144 35	208 76
19	Canadian Northern Quebec		60,862 14	Cr. 8 25	10,422 96	16,212 68	11,597 56
20	Canadian Pacific		4,784,415 49	657,934 65	871,907 95	844,023 45	246,028 72
21	Cape Breton		3,346 34	.....	866 55	5 80	46 80
22	Caraquet		10,259 20	.....	3,610 10	375 25	325 10
23	Carillon and Grenville		483 05	.....	890 00	294 10	330 50
24	Central Ontario		28,089 51	254 72	6,440 00	4,442 27	2,215 16
25	Crow's Nest Southern		42,931 14	213 74	1,573 26	1,364 95	35 16
26	Cumberland Ry. and Coal Co.		15,719 63	524 75	3,956 30	328 14	158 45
27	Dominion Atlantic		58,164 91	7,954 55	21,806 60	15,733 58	5,188 36
28	Elgin and Havelock		3,168 55	.....	521 67	243 89	21 85
29	Esquimalt and Nanaimo		.....	.....	.....	.....	.....
30	Grand Trunk in Canada		1,722,205 82	532,260 70	296,519 03	153,401 97	81,967 03
31	Canada Atlantic (G.T.R.)		203,597 86	19,299 51	44,972 17	Cr. 8,752 32	4,954 84
32	Halifax and Southwestern		77,995 53	.....	14,131 98	5,108 75	1,098 90
33	Hampton and St. Martins		.....	.....	280 23	145 00	.....
34	Hereford		19,690 07	7 24	3,714 73	2 612 98	979 31
35	Inverness Ry. and Coal Co.		22,188 37	2,463 41	4,752 74	1,975 78	394 03
36	Irondale, Bancroft and Ottawa.		6,679 55	.....	1,482 74	97 56	.....
37	Kaslo and Slocan		10,895 67	.....	518 50	12,904 43	.....
38	Kent Northern		3,000 00	.....	950 00	.....	.....
39	Kettle River Valley		884 91	.....	.....	40 93	6 75
40	Kingston and Pembroke		34,346 20	.....	9,262 87	147 23	1,448 24
41	Klondyke Mines		19,058 99	29 57	655 84	2,371 78	582 89
42	Liverpool and Milton		.....	.....	.....	.....	.....
43	Lotbinière and Megantic		5,509 11	178 72	952 54	1,257 77	67 72
44	London and Port Stanley		8,102 87	622 29	4,634 74	3,535 30	618 48
45	Maganetawan River (G.T.R.)		.....	.....	.....	.....	.....
46	Manitoulin and North Shore		8,142 06	200 97	1,235 86	145 81	0 75
47	Massawippi Valley		19,146 83	11,564 72	4,490 42	2,829 92	789 54
48	Midland Ry. Co. of Manitoba		34,322 15	2,795 20	1,371 66	615 57	427 60

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for the Year ending June 30, 1908.

7	8	9	10	11	12	13	
AND STRUCTURES.							
Repairs and Renewals of Buildings and Fixtures.	Repairs and Renewals of Docks and Wharves.	Repairs and Renewals of Telegraph.	Stationery and Printing.	Other Expenses.	Snow Clearing.	Total.	No.
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	
5,863 08	.....	1,740 28	65 48	1,828 23	199 49	77,239 92	1
2,913 68	2,137 89	2,371 99	203 23	1,957 55	3,330 27	35,453 96	2
790 59	.....	....	.....	368 81	84 55	18,442 75	3
116 58	.....	....	.....	.....	902 10	4,373 13	4
3,543 37	.....	10 12	.....	4 95	330 72	29,907 52	5
375 73	....	15 23	31 50	0 38	28 91	12,135 63	6
26 46	. .....	.....	... .	.....	.....	992 54	7
.....	.....	.....	.....	....	.....	.....	8
1,593 22	.....	239 01	141 72	1 72	1,169 42	32,249 26	9
4,168 40	199 96	507 45	27 00	.....	2,763 95	54,360 21	10
213 08	.....	5 00	.....	12 40	705 50	5,251 59	11
231 64	.....	.....	.....	166 48	....	8,582 82	12
62 58	.....	70 16	.....	16 68	... .	4,049 90	13
53,567 23	2,213 85	2,029 79	1,934 21	50 00	7,292 02	807,947 07	14
206,206 79	19,172 07	1,749 14	4,587 84	956 15	176,846 90	1,732,390 38	15
19,155 25	1,258 74	40 39	184 05	.....	200 00	116,098 35	16
121,910 81	750 07	23,401 48	1,600 74	38,296 46	39,125 06	1,458,588 41	17
1,577 94	9 41	1,047 32	405 94	4,205 06	6,383 39	52,022 06	18
9,233 60	.....	1,078 21	62 46	735 82	22,161 17	132,358 35	19
1,336,241 96	99,671 39	237,242 74	26,175 83	45,070 97	482,090 80	9,630,803 95	20
87 02	.....	10 90	.....	.....	22 75	4,386 16	21
100 00	.....	..... .	84 50	157 00	.....	14,911 15	22
55 25	287 00	.....	....	200 10	....	2,540 00	23
4,690 80	....	37 63	4 12	19 39	4,805 41	50,999 01	24
1,155 89	.....	131 59	115 37	1 53	1,507 05	49,029 68	25
634 62	.....	.....	.....	2,684 54	....	24,006 43	26
4,284 06	1,396 47	410 95	134 39	411 35	3,106 75	118,591 97	27
65 13	....	....	55 56	.....	.....	4,074 65	28
.....	.....	.....	.....	.....	.....	.....	29
715,248 52	33,690 51	6,009 51	2,493 91	Cr. 958 63	110,482 26	3,653,320 63	30
52,340 76	594 09	6,057 30	301 49	.....	36,596 72	359,962 42	31
7,182 18	268 63	989 05	141 91	10,600 67	636 54	118,154 14	32
.....	.....	.....	.....	1,509 03	.....	1,934 26	33
1,217 88	.....	....	6 12	....	1,482 89	29,711 22	34
2,170 13	.....	439 14	103 54	1,422 82	372 45	36,282 41	35
.....	.....	....	.....	510 00	160 00	8,929 85	36
484 89	.. ..	10 56	0 35	2,885 65	4,672 51	32,372 56	37
....	.....	.....	50 00	20 00	....	4,020 00	38
5 74	... .	.....	....	43 12	.....	981 45	39
980 50	2,569 86	.. ..	161 99	331 73	3,668 35	52,916 97	40
1,110 87	395 84	86 92	66 03	155 75	5,287 59	29,802 07	41
....	.....	.....	.....	.....	6 20	6 20	42
303 73	250 65	.....	....	172 76	.....	8,693 00	43
1,739 21	511 00	1 51	30 61	2 44	1,421 33	21,219 78	44
.....	.....	.....	. .....	.....	.....	.....	45
276 67	.....	55 85	6 12	78 27	278 59	10,420 95	46
1,623 06	.....	.....	.....	.....	204 05	40,648 54	47
1,353 17	.....	502 30	173 30	2 28	481 78	42,045 01	48

TABLE 9.—CLASSIFICATION of Operating Expenses

No.	Name of Railway.	Maintenance of Way				
		Repairs of Roadway.	Renewals of Rails.	Renewals of Ties.	Repairs and Renewals of Bridges and Culverts.	Repairs and Renewals of Fences, Road-Crossings, Signs, and Cattle Guards.
		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
49	Montreal and Atlantic	93,517 88	4,788 24	21,673 58	40,270 52	5,487 88
50	Montreal and Province Line	12,646 86	9 96	5,323 41	2,819 15	619 16
51	Montreal and Vermont Junction	8,056 78		1,883 48	1,251 61	253 10
52	Morrissey, Fernie and Michel, B.C.	7,930 84	239 71	1,261 47		
53	Napierville Junction	5,580 88	120 06	130 56	30 91	367 64
54	Nelson and Fort Sheppard	31,261 24	271 48	6,150 25	7,292 10	17 61
55	New Brunswick Coal and Ry. Co.	14,824 25			272 15	
56	New Brunswick and Prince Edward Island	4,477 92	228 42	1,529 72	894 23	727 66
57	New Brunswick Southern	11,608 81		1,197 47	891 96	Cr. 50 65
58	New Westminster Southern	15,547 96	83 61	1,445 34	320 44	47 60
59	Nosbonsing and Nipissing					
60	Nova Scotia Steel and Coal Co.	2,494 92		1,673 60		500 60
61	Orford Mountain	9,044 25	99 02	1,230 56	1,088 03	36 68
62	Ottawa and New York	22,249 33	107 44	3,531 41	3,864 79	954 75
63	Philipsburg Ry. and Quarry Co.					
64	Princeton Branch of Washington Co. Ry	1,570 10	1,606 18	159 88	13 09	22 40
65	Père Marquette	100,296 06	11,792 85	13,387 68	10,693 29	11,891 74
66	Qu'Appelle, Long Lake and Saskatchewan (Canadian Northern)					
67	Quebec Central	83,200 22	32,545 87	16,500 00	31,964 61	3,561 02
68	Quebec and Lake St. John	55,258 74	3,223 18	17,252 23	1,891 59	3,958 82
69	Quebec Ry., Light and Power Co.	8,871 83		1,806 68	1,649 30	1,179 80
70	Quebec, Montreal and Southern	40,332 16	310 62	11,370 68	9,671 43	4,231 67
71	Red Mountain	6,038 57	34 27	445 25	814 53	4 20
72	Rutland and Noyan	972 57		620 00		14 65
73	Salisbury and Harvey	10,290 21	4,966 32	2,248 77	8,927 34	64 06
74	Schomberg and Aurora	2,079 44				
75	Stanstead, Shefford and Chambly	15,469 40		2,565 42	1,143 24	288 12
76	St. Clair Tunnel, yard and approaches					
77	St. Lawrence and Adirondack	20,147 21	608 34	13,795 93	3,324 09	1,947 20
78	Sydney and Louisburg (Dom. Coal Co.)	33,814 26		25,445 60	1,756 27	2,670 21
79	Temiscouata	30,389 10		6,137 00	4,099 88	519 99
80	Temiskaming & Northern Ontario	96,798 86	981 98	526 90	5,094 47	1,233 42
81	Thousand Islands	4,185 43		630 25	196 95	78 98
82	Toronto, Hamilton and Buffalo	128,025 44	11,110 22	9,134 60	13,627 36	3,193 20
83	Vancouver, Victoria and Eastern / Vancouver, Westminster and Yukon	60,412 06	604 75	2,592 27	8,875 79	518 40
84	Victoria Terminal Ry. & Ferry Co.	424 30		232 11	47 28	16 92
85	Victoria and Sydney, B.C	5,636 01		3,082 36	627 81	225 16
86	Wabash Ry. Co. in Canada	126,413 00	1,074 89	25,529 06	10,601 91	3,933 79
87	Wellington Colliery Co	8,441 60		2,907 66		
88	Wellington (Ladysmith Extension)			4,861 50		4,913 72
89	York and Carleton	1,171 00		80 00		10 00
	Total	10,640,542 68	1,604,594 76	2,204,083 47	1,465,753 45	519,671 89

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for the Year ending June 30, 1908—*Continued.*

7	8	9	10	11	12	13	
AND STRUCTURES.							
Repairs and Renewals of Buildings and Fixtures.	Repairs and Renewals of Docks and Wharfs.	Repairs and Renewals of Telegraph.	Stationery and Printing.	Other Expenses.	Snow Clearing.	Total.	No.
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	
15,765 78		1,756 60	269 95	495 64	9,189 07	193.215 14	49
1,569 72		57 79	10 54		1,774 24	24,830 83	50
1,570 37		86 16	24 45		511 42	13,637 37	51
114 80				Cr. 342 53	2,778 17	11,982 46	52
228 38		6 75	5 53	29 37	2,001 06	8,501 14	53
1,327 07		75 38	55 18	17 96	1,961 17	48,429 44	54
323 17		268 13			219 85	15,907 55	55
290 27	174 13		15 00	5 00		8,342 35	56
609 16				6 30		14 263 05	57
297 82	Cr. 26 00	59 79	49 59	0 58	17 16	17,843 89	58
						7,860 79	59
						4,669 12	60
182 39		125 20	40 00	62 67	2,504 28	14,413 08	61
5,212 54		316 54	0 80		2,127 59	38,365 19	62
						1,417 43	63
			3 69		5 20	3,380 54	64
12,612 58	Cr. 1,566 65	268 51	245 66	13 67	7,455 75	167,091 14	65
							66
10,080 89			1,832 21	4,157 29	2,222 78	186,064 89	67
2,257 41			1,101 30	4,364 45	2,622 68	91,930 40	68
2,447 99			24 97	3,760 61	3,968 14	23,709 32	69
9,559 55	32 84	45 63	359 81	420 85	9,165 14	85,500 38	70
151 06		52 51	15 52	0 38	1,093 18	8,649 47	71
			10 00		71 43	1,688 65	72
255 62				613 93		27,366 25	73
		2 57			2,226 94	4,308 95	74
1,028 75		90 85	10 75		814 18	21,410 71	75
						15,733 38	76
6,658 96			10 87		2,820 19	49,312 79	77
2,202 91				730 00	1,086 72	67,705 97	78
1,476 51					1,184 15	43,806 63	79
4,514 81		4,008 38	143 05	733 52	11,115 29	125,150 68	80
452 60	0 63			0 25	153 01	5,698 10	81
13,219 93		10 93	106 95		3,646 18	182,074 81	82
3,641 26	101 45	572 05	174 77	49 75	2,133 11	79,675 66	83
3 21	50 32			12 39		786 53	84
165 40	668 07			45 02		10,449 83	85
27,784 92	2,205 23	205 86	54 42			197,803 08	86
						11,349 26	87
						9,775 22	88
10 00			10 00		19 00	1,300 00	89
2,690,915 90	167,017 45	294,301 15	43,924 32	129,098 56	993,694 55	20,778,609 78	

TABLE 9—Classification of Operating Expenses

No.	1 NAME OF RAILWAY.	2 MAINTENANCE Superintendence.	3 MAINTENANCE Repairs and Renewals of Locomotives.	4 MAINTENANCE Repairs and Renewals of Passenger Cars.
		$ cts.	$ cts.	$ cts.
1	Alberta Ry. and Irrigation Co	1,069 51	8,287 93	2,002 84
2	Algoma Central and Hudson Bay	4,392 19	13,166 90	2,152 20
3	Atlantic and Lake Superior	1,090 62	4,711 87	1,271 94
4	Atlantic, Quebec and Western	.....	1,254 58	71 19
5	Bay of Quinté	15 69	13,410 07	4,446 49
6	Bedlington and Nelson	20 21	65 11	.....
7	Beersville Coal and Railway Co. (now North Shore Ry.)	90 55	....	75 00
8	Bessemer and Barry's Bay	.....	.....	.....
9	Brandon, Saskatchewan and Hudson Bay	599 58	4,367 52	1,411 07
10	British Yukon	1,667 40	6,298 80	2,632 10
11	Brockville, Westport and Northwestern	725 00	441 92	690 31
12	Buctouche and Moncton	.....	1,438 47	337 10
13	Canada Coals and Railway Co. (now Maritime Coal, Railway and Power Co	.....	1,176 17	378 28
14	Canada Southern	25,064 49	385,754 15	29,257 71
	Canadian Government Railways—			
15	Intercolonial	91,864 54	824,983 04	303,213 89
16	Prince Edward Island	6,270 28	24,224 56	25,007 09
17	Canadian Northern	23,561 20	625,839 27	120,223 73
18	Canadian Northern Ontario	1,614 00	16,553 78	5,413 70
19	Canadian Northern Quebec	4,161 66	56,210 06	13,396 89
20	Canadian Pacific	222,091 54	3,420,041 98	1,620,680 47
21	Cape Breton	....	2,170 97	490 97
22	Caraquet	500 00	6,625 50	1,460 25
23	Carillon and Grenville	560 00	196 45	40 62
24	Central Ontario	1,020 00	6,936 01	1,511 65
25	Crow's Nest Southern	662 55	5,820 91	918 98
26	Cumberland Railway and Coal Co	1,200 00	2,343 21	....
27	Dominion Atlantic	2,113 35	22,838 17	11,475 41
28	Elgin and Havelock	.....	646 64	22 43
29	Esquimalt and Nanaimo	.....	.....	.....
30	Grand Trunk in Canada	155,044 71	1,652,014 99	392,493 07
31	Canada Atlantic (G. T. R.)	19,717 97	186,315 19	5,403 35
32	Halifax and Southwestern	3,027 39	20,172 06	5,777 92
33	Hampton and St. Martin's	.....	.....	.....
34	Hereford	490 09	7,270 13	2,271 31
35	Inverness Railway and Coal Co	1,707 79	12,900 89	957 87
36	Irondale, Bancroft and Ottawa	250 00	1,096 93	104 30
37	Kaslo and Slocan, B.C	56 86	1,227 58	272 49
38	Kent Northern	300 00	150 00	75 00
39	Kettle River Valley	12 50	434 30	43 15
40	Kingston and Pembroke	12 50	11,368 67	4,748 50
41	Klondyke Mines	.....	12,646 55	533 51
42	Liverpool and Milton	.....	.....	.....
43	Lotbiniere and Megantic	....	1,045 23	283 71
44	London and Port Stanley	667 50	12,806 74	3,102 02
45	Maganetawan River	.....	.....	.....
46	Manitoulin and North Shore	1,097 35	738 13	.....
47	Massawippi Valley	.....	4,125 58	4,313 47
48	Midland Railway Co. of Manitoba	287 21	2,583 58	837 58
49	Montreal and Atlantic	3,300 39	62,702 85	5,722 39
50	Montreal and Province Line	244 67	842 50	463 41
51	Montreal and Vermont Junction	625 18	16,014 57	3,032 89
52	Morrissey, Fernie and Michel, B. C	.....	7,067 98	....

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5	6	7	8	9	10	11	
OF EQUIPMENT.							
Repairs and Renewals of Freight Cars.	Repairs and Renewals of Work Cars.	Repairs and Renewals of Marine Equipment.	Repairs and Renewals of Shop Machinery and Tools.	Stationery and Printing.	Other Expenses.	Totals.	No.
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	
3,215 00	.....	1,832 13	.....	64 88	3,169 90	19,642 19	1
20,691 27	4,257 34	.....	824 86	57 53	2,871 61	48,413 90	2
335 61	16 66	.....	.....	.....	901 35	8,328 05	3
27 53	28 66	.....	.....	.....	.....	1,381 96	4
6,107 21	.....	.....	1 17	8 25	6 51	23,995 39	5
.....	287 45	.....	113 15	0 59	0 08	486 59	6
23 90	.....	.....	.....	.....	.....	189 45	7
.....	.....	.....	.....	.....	.....	.....	8
1,638 56	1,371 10	.....	307 67	42 88	308 82	10,047 20	9
2,639 10	2,697 35	.....	937 14	17 65	.....	16,889 54	10
614 37	.....	.....	8 36	.....	.....	2,479 96	11
1,059 03	.....	.....	87 76	.....	116 09	3,038 45	12
164 74	.....	.....	.....	.....	.....	1,719 19	13
318,938 51	6,048 49	28,630 14	9,381 41	2,142 30	23,753 41	828,970 61	14
642,405 29	32,143 63	6,937 60	63,972 91	11,350 61	83,011 70	2,059,883 21	15
10,323 35	1,316 20	.....	4,928 01	327 58	3,090 78	75,487 85	16
290,443 62	14,967 44	.....	37,510 91	2,515 92	15,136 04	1,130,198 13	17
3,248 72	3,432 14	.....	2,410 22	291 10	3,878 39	36,842 05	18
32,707 36	2,446 35	.....	2,057 07	142 65	2,956 99	114,079 03	19
3,360,657 59	448,450 15	7,009 72	337,104 38	41,586 14	2,238 48	9,459,860 45	20
29 59	.....	.....	.....	.....	.....	2,691 53	21
545 10	.....	.....	1,810 00	.....	.....	10,940 85	22
.....	.....	.....	26 93	.....	261 33	1,085 33	23
4,542 68	.....	.....	86 15	20 20	32 94	14,149 63	24
7,503 14	1,438 51	.....	522 99	42 82	325 96	17,235 86	25
7,279 59	.....	.....	.....	.....	.....	10,822 80	26
16,272 78	146 73	.....	6,043 08	190 23	399 33	59,479 08	27
.....	.....	.....	.....	10 63	0 85	832 68	28
4 00	145 58	.....	2 55	.....	.....	.....	29
1,400,741 61	57,178 72	Cr 13,684 02	235,386 60	10,958 90	244,798 41	4,134,932 99	30
154,809 96	6,541 09	.....	24,988 07	1,365 38	32,659 87	431,800 88	31
5,948 22	275 42	.....	1,416 24	181 64	5,065 85	41,864 74	32
.....	.....	.....	.....	.....	.....	.....	33
6,531 61	106 64	.....	313 74	337 16	.....	17,320 68	34
6,339 83	68 40	.....	1,118 66	103 54	182 70	23,379 68	35
100 00	.....	.....	.....	.....	.....	1,551 23	36
1,212 85	.....	.....	51 92	0 35	129 17	2,951 22	37
.....	300 00	.....	.....	.....	.....	825 00	38
11 89	76 34	.....	24 64	.....	92 39	695 21	39
3,235 20	.....	.....	283 79	40 60	5,109 14	24,798 40	40
1,072 43	368 98	.....	120 98	32 75	363 71	15,138 91	41
.....	.....	.....	.....	.....	.....	1,621 26	42
1,263 39	21 35	.....	570 91	60 90	135 79	3,381 28	43
3,033 78	145 17	.....	436 69	35 14	1,498 87	21,725 91	44
.....	.....	.....	.....	.....	.....	.....	45
2,474 47	32 99	.....	8 02	6 12	278 20	4,635 28	46
8,305 95	328 93	.....	.....	.....	.....	17,073 93	47
1,411 84	1,091 13	.....	210 33	22 04	123 68	6,567 39	48
36,287 84	150 86	.....	3,724 10	431 41	.....	112,319 84	49
1,075 86	.....	.....	1 42	33 39	.....	2,661 25	50
4,685 03	160 40	.....	744 20	67 14	.....	25,329 41	51
6,259 52	.....	.....	.....	.....	.....	13,327 50	52

TABLE 9—Classification of Operating Expenses

No.	1 Name of Railway.	2 Maintenance	3 Maintenance	4 Maintenance
		Superintendence.	Repairs and Renewals of Locomotives.	Repairs and Renewals of Passenger Cars.
		$ cts.	$ cts.	$ cts.
53	Napierville Junction	351 73	412 31	68 04
54	Nelson and Fort Sheppard	532 86	7,085 38	2,399 90
55	New Brunswick Coal and Railway Co.	.....	4,564 90	651 72
56	New Brunswick and Prince Edward Island	100 00	1,545 61	566 42
57	New Brunswick Southern	.....	2,691 68	Cr. 231 25
58	New Westminster Southern	650 12	3,753 98	2,476 43
59	Nosbonsing and Nipissing	.....	.....	.....
60	Nova Scotia Steel and Coal Co.	.....	811 25	549 00
61	Orford Mountain	.....	869 89	653 45
62	Ottawa and New York	1,409 69	7,547 07	1,442 23
63	Philipsburg Railway and Quarry Co.	.....	.....	.....
64	Princeton Branch of Washington Co. Railway	66 74	462 15	220 65
65	Père Marquette	5,315 41	90,271 08	9,110 13
66	Qu'Appelle, Long Lake and Saskatchewan	.....	.....	.....
67	Quebec Central	5,324 15	52,172 72	24,071 11
68	Quebec and Lake St. John	2,800 00	29,668 34	13,912 44
69	Quebec Railway, Light and Power Co.	400 20	3,685 37	8,055 66
70	Quebec, Montreal and Southern	6,305 48	19,489 19	6,253 80
71	Red Mountain	173 09	2,415 54	76 12
72	Rutland and Noyan	85 16	542 78	143 42
73	Salisbury and Harvey	838 00	2,033 66	771 14
74	Schomberg and Aurora	.....	712 28	.....
75	Stanstead, Shefford and Chambly	281 94	6,673 56	1,335 96
76	St. Clair Tunnel, yard and approaches	.....	.....	.....
77	St. Lawrence and Adirondack	.....	11,717 46	3,922 57
78	Sydney and Louisburg (Dominion Coal Co.)	.....	61,092 78	2,743 16
79	Temiscouata	.....	8,572 07	5,849 51
80	Temiscaming and Northern Ontario	8,016 39	44,233 22	20,053 52
81	Thousand Islands	.....	2,813 26	295 98
82	Toronto, Hamilton and Buffalo	2,543 52	36,100 05	9,253 61
83	Vancouver, Victoria and Eastern / Vancouver, Westminster and Yukon	1,853 33	20,556 77	4,434 39
84	Victoria Terminal Railway and Ferry Co.	.....	71 02	.....
85	Victoria and Sydney, B.C.	.....	944 99	.....
86	Wabash Railway Co. in Canada	6,788 33	103,780 22	25,734 46
87	Wellington Colliery Co.	.....	4,117 39	.....
88	" Ladysmith extension	.....	7,781 55	.....
89	York and Carleton	.....	95 00	15 00
	Final total	621,032 61	8,008,613 01	2,723,846 82

for the Year ending June 30, 1908.—*Continued.*

5	6	7	8	9	10	11	
OF EQUIPMENT.							
Repairs and Renewals of Freight Cars.	Repairs and Renewals of Work Cars.	Repairs and Renewals of Marine Equipment.	Repairs and Renewals of Shop Machinery and Tools.	Stationery and Printing.	Other Expenses.	Total.	No.
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	
80 67	.....	.....	.....	3 55	....	916 30	53
1,338 77	426 27	.....	141 80	22 27	113 73	12,060 98	54
2,647 73	.....	.....	1,249 84	476 63	134 06	9,724 88	55
1,186 37	104 08	.....	161 32	20 00	9 50	3,693 30	56
169 08	104 81	.....	30 86	.....	.....	2,765 18	57
1,409 75	254 56	....	349 31	49 84	332 69	9,276 68	58
.....	.. . .	.. . .	.....	.....	....	3,684 75	59
.....	.....	....	....	.....	.....	1,360 25	60
349 54	....	.....	176 99	....	30 27	2,080 14	61
1,456 01	55 63	.....	945 28	2 80	867 45	13,726 16	62
.....	.....	.....	....	.....	.....	....	63
563 72	11 08	.....	9 47	3 05	.....	1,336 86	64
162,011 62	705 51	3,511 43	3,472 92	280 89	13,199 32	287,878 31	65
.....	.....	.....	.....	.....	.....	.....	66
35,077 75	.....	....	10,495 12	1,172 62	4,934 54	133,248 01	67
19,152 68	868 24	.....	2,879 12	1,101 30	4,769 53	75,151 65	68
2,208 93	70 87	....	331 19	29 36	3,635 04	18,416 62	69
6,372 27	1,661 27	.....	1,444 13	396 58	371 10	42,293 82	70
884 23	112 11	.....	38 23	5 94	1,564 01	5,269 27	71
510 73	100 00	.....	147 31	96 15	149 01	1,774 56	72
757 19	....	.....	.....	.....	172 27	4,572 26	73
212 49	.....	.....	4 60	.....	.....	929 37	74
2,086 92	76 00	.....	364 42	28 59	.....	10,847 39	75
.....	.....	.....	.....	.....	.....	18,612 12	76
11,225 58	78 76	....	Cr. 53 94	3 79	600 22	27,494 44	77
49,447 06	.....	. .....	4,245 21	.....	3,153 63	120,681 84	78
5,199 18	.....	.....	....	.....	6,897 78	26,518 54	79
19,305 18	5,818 86	.....	2,775 58	443 52	7,361 86	108,008 13	80
.....	.....	. .....	17 53	2 00	14 20	3,142 97	81
8,893 67	931 64	... .	7,984 33	99 52	3,339 61	69,145 95	82
9,440 62	2,231 98	.....	491 22	78 12	16,335 79	55,422 22	83
352 37	.....	.....	.....	....	.....	423 39	84
4,681 54	.....	.....	.....	....		5,626 53	85
121,468 22	....	17,944 21	3,912 51	571 74	22,652 01	302,851 70	86
1,324 29	8,457 30	.....	.....	.....	.....	13,898 98	87
9,800 90	.....	.....	....	.....	....	17,582 45	88
10 00	.....	.....	9 00	8 00	.....	137 00	89
6,855,843 98	608,109 17	52,181 21	779,160 38	77,384 68	523,535 96	20,273,625 95	

TABLE 9.—CLASSIFICATION of Operating Ex

No.	26 Name of Railway.	27	28	29	30	31
		CONDUCTING				
		Superintendence.	Engine and Roundhouse Men.	Fuel for Locomotives	Water Supply for Locomotives	Oil, Tallow and Waste for Locomotives
		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
1	Alberta Ry. and Irrigation Co....	2,170 70	12,850 05	12,478 72	1,576 09	656 03
2	Algoma Central and Hudson Bay.	3,514 71	27,679 93	34,408 78	1,203 99	1,161 94
3	Atlantic and Lake Superior..	856 85	3,662 95	13,990 43	.....	570 72
4	Atlantic, Quebec and Western....	.....	1,801 40	4,288 87	52 57	136 48
5	Bay of Quinté.....	6,764 18	9,131 69	33,664 32	229 10	1,052 58
6	Bedlington and Nelson.....	116 18	451 13	276 06	0 25	3 88
7	Beersville Coal and Ry. Co. (now North Shore Ry. Co.).....	600 00	.....	842 15	.....	62 47
8	Bessemer and Barry's Bay..... ..	.....	.....	.....	.....	.....
9	Brandon, Saskatchewan and Hudson Bay.....	2,352 37	7,079 32	9,663 34	1,133 80	85 92
10	British Yukon.....	4,760 10	7,656 28	9,917 12	763 28	207 48
11	Brockville, Westport and Northwestern.....	.....	3,025 93	5,102 20	200 00	399 40
12	Buctouche and Moncton.....	.....	362 50	3,032 70	30 00	148 74
13	Canada Coal and Ry. Co. (now Maritime Coal and Ry. and Power Co.).....	.....	3,659 70	4,812 00	65 46	771 45
14	Canada Southern.....	88,119 43	423,191 01	717,092 92	33,291 59	21,735 69
	Canadian Government Rys. :—					
15	Intercolonial.....	132,410 71	876,814 35	1,806,195 09	61,649 89	38,735 14
16	Prince Edward Island	8,155 07	35,632 17	44,983 12	2,553 02	2,435 49
17	Canadian Northern	141,949 27	712,026 26	1,037,381 06	70,324 71	42,017 69
18	Canadian Northern Ontario.	11,807 42	19,878 60	34,739 17	2,688 29	2,088 91
19	Canadian Northern Quebec... ...	20,859 22	56,757 91	185,914 81	4,543 82	4,558 28
20	Canadian Pacific.....	1,009,014 45	4,427,789 65	7,183,793 79	356,377 69	122,383 14
21	Cape Breton.....	.....	1,934 75	2,024 72	33 71	127 62
22	Caraquet.....	720 00	2,110 50	7,955 50	210 00	473 00
23	Carillon and Grenville.....	519 00	257 00	389 88	.....	57 45
24	Central Ontario.....	1,193 91	12,012 66	31,039 25	1,108 16	671 70
25	Crow's Nest Southern	2,520 10	10,990 16	15,593 51	866 66	277 87
26	Cumberland Ry. and Coal Co.....	1,200 00	1,542 02	6,560 00	79 50	276 32
27	Dominion Atlantic.....	10,336 41	48,581 19	93,243 07	1,232 12	2,493 74
28	Elgin and Havelock.....	.....	973 98	2,146 08	....	260 31
29	Esquimalt and Nanaimo..... ...	.....	....	....	....	....
30	Grand Trunk in Canada.....	315,746 64	1,772,002 58	4,070,474 52	138,045 11	80,771 80
31	Canada Atlantic (G.T.R).....	37,747 96	175,023 92	400,485 39	15,118 87	10,842 09
32	Halifax and Southwestern.....	14,229 60	28,191 32	80,077 70	1,984 90	2,448 52
33	Hampton and St. Martin's.....	.....	304 34	1,228 87	.....	.....
34	Hereford	386 44	7,710 51	19,093 70	695 16	183 53
35	Inverness Ry. and Coal Co.....	324 07	9,717 07	17,751 28	275 67	875 37
36	Irondale, Bancroft and Ottawa...	200 00	1,243 83	6,313 73	.....	310 60
37	Kaslo and Slocan (B.C.).....	1,889 80	2,416 82	3,142 02	219 45	93 13
38	Kent Northern	625 00	150 00	1,000 00	50 00	125 00
39	Kettle River Valley.....	50 00	351 96	427 24	42 00	46 62
40	Kingston and Pembroke.....	3,883 32	15,510 34	24,932 82	647 28	820 24
41	Klondike Mines.....	.....	4,611 40	10,643 04	855 87	310 02
42	Liverpool and Milton	407 00	1,013 00	1,423 42	25 00	70 28
43	Lotbinière and Megantic.....	1,229 60	1,347 75	3,969 42	73 11	285 30
44	London and Port Stanley.....	2,060 02	14,771 65	28,661 52	1,352 62	549 19
45	Maganetawan River (G.T.R.)	.....	.....	.....	.....	.....
46	Manitoulin and North Shore.....	1,585 76	2,774 82	4,377 21	183 85	111 25
47	Massawippi Valley.....	225 00	14,706 62	33,556 86	413 00	562 98
48	Midland Ry. Co. of Manitoba	1,278 54	4,063 65	6,886 07	958 74	133 32
49	Moutreal and Atlantic	6,925 45	63,676 99	114,590 58	1,907 44	2,331 00
50	Montreal and Province Line.....	1,322 45	4,210 92	15,828 21	384 25	178 92
51	Montreal and Vermont Junction..	1,830 23	7,845 33	19,472 22	649 18	367 90

penses for the Year ending June 30, 1908.

32	33	34	35	36	37	38	
TRANSPORTATION.							No.
Other Supplies for Locomotives	Train Service.	Train Supplies and Expenses.	Switchmen, Flagmen and Watchmen.	Telegraph Expenses.	Station Service.	Station Supplies.	
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	
156 02	9,380 55	684 79	3,374 95	1,534 77	10,099 32	1,095 71	1
25 33	8,624 89	1,730 66	17,336 44	1,044 15	13,719 89	270 52	2
.....	4,387 20	.....	1,408 20	.....	4,091 63	265 90	3
82 07	1,915 35	411 57	.....	.....	1,135 00	841 16	4
518 19	9,261 86	680 55	2,391 62	716 63	10,672 12	2,408 88	5
6 00	376 67	39 60	.....	203 92	199 36	32 86	6
.....	1,758 76	.....	171 60	.....	.....	.....	7
.....	.....	.....	.....	.....	.....	.....	8
282 75	5,972 67	2,323 83	6,703 64	1,121 57	7,977 29	1,970 81	9
60 89	4,974 46	977 05	1,038 63	4,615 93	17,629 26	1,063 75	10
.....	3,060 31	49 40	.....	.....	2,601 43	78 95	11
60 13	3,000 33	.....	.....	.....	660 00	118 13	12
225 21	2,791 53	200 65	.....	.....	1,198 48	2 00	13
4,544 92	274,780 07	63,566 68	179,406 18	56,224 66	118,458 59	14,128 22	14
19,180 72	705,412 40	198,232 47	247,682 62	177,977 98	646,675 39	98,665 85	15
601 01	31,383 95	6,927 28	5,534 09	6,817 75	41,958 35	7,239 39	16
23,442 46	609,812 96	128,397 09	44,495 36	.....	466,163 45	37,866 96	17
587 15	13,344 18	7,868 11	2,706 40	3,210 90	14,320 12	1,666 30	18
290 78	45,112 36	14,121 04	3,451 47	.....	50,465 25	5,018 73	19
184,002 19	4,315,751 63	1,208,163 17	302,255 87	994,762 51	3,065,164 34	319,048 84	20
.....	1,444 96	.....	.....	47 08	884 48	49 48	21
175 25	1,890 00	459 50	685 00	360 00	2,660 00	365 00	22
.....	258 00	.....	.....	.....	200 00	.....	23
.....	11,363 10	658 07	2,184 50	1,522 31	10,858 85	952 89	24
320 27	9,479 97	2,273 67	.....	964 32	6,083 22	448 19	25
1,388 08	.....	.....	.....	.....	.....	.....	26
357 26	41,703 79	10,820 98	1,724 68	1,989 13	41,686 53	5,146 59	27
.....	1,369 59	0 80	.....	.....	408 00	.....	28
.....	.....	.....	.....	.....	.....	.....	29
46,830 00	1,212,965 20	284,870 91	655,860 84	341,890 79	1,482,483 91	171,928 97	30
6,117 81	124,743 12	30,799 97	45,492 65	33,277 47	139,564 40	15,466 74	31
499 09	20,613 47	5,508 32	1,324 42	2,414 49	15,335 73	2,866 27	32
.....	.....	.....	.....	.....	.....	.....	33
261 60	10,018 70	1,351 98	22 16	194 09	5,374 56	626 23	34
499 63	8,211 67	1,430 86	.....	70 51	4,906 00	493 08	35
740 00	1,232 92	240 00	.....	.....	1,260 00	137 31	36
5 33	2,932 85	109 02	.....	77 27	2,156 33	227 50	37
10 00	1,600 00	10 00	.....	75 00	625 00	10 00	38
.....	223 59	.....	.....	14 87	192 50	21 51	39
415 32	11,991 02	2,447 00	410 00	.....	11,601 23	970 67	40
56 75	2,645 25	46 91	374 75	212 65	7,426 60	175 35	41
103 37	354 50	.....	273 00	.....	.....	.....	42
129 29	2,668 47	152 26	.....	12 60	343 98	110 56	43
365 52	6,044 85	2,130 64	8,173 26	836 61	10,128 46	338 80	44
.....	.....	.....	.....	.....	.....	.....	45
5 95	2,287 37	37 79	.....	12 50	1,046 47	.....	46
.....	18,622 72	2,952 27	.....	.....	17,382 80	1,485 36	47
144 69	3,970 97	1,293 29	6,471 75	659 91	6,581 36	2,084 65	48
3,257 73	46,255 64	11,076 76	8,283 88	208 81	48,239 60	6,075 24	49
179 03	3,894 47	37 27	.....	586 29	4,726 73	669 06	50
406 51	3,665 44	1,491 40	1 08	674 92	3,851 72	503 00	51

TABLE 9.—CLASSIFICATION of Operating Expenses

No.	26	27	28	29	30	31
	Name of Railway.	CONDUCTING				
		Superintendence.	Engine and Roundhouse Men.	Fuel for Locomotives	Water Supply for Locomotives	Oil, Tallow and Waste for Locomotives
		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
52	Morrissey, Fernie and Michel, B.C.	1,585 00	8,063 73	9,674 19	298 00	.....
53	Napierville Junction	1,267 56	2,132 97	7,626 76	710 56	146 42
54	Nelson and Fort Sheppard	1,862 63	6,358 94	18,378 32	193 56	276 34
55	New Brunswick Coal and Ry. Co.	.....	.....	7,459 53	160 94	748 70
56	New Brunswick and Prince Edward Island	100 00	1,777 98	4,003 34	50 00	266 13
57	New Brunswick Southern	1,113 00	3,409 37	8,670 13	160 96	164 45
58	New Westminster Southern	2,612 63	6,494 54	19,045 35	168 37	186 58
59	Nosbonsing and Nipissing	.....	.....	.....	.....	.....
60	Nova Scotia Steel and Coal Co	.....	1,440 00	1,500 75	.....	.....
61	Orford Mountain	.....	2,429 89	4,696 74	.....	157 07
62	Ottawa and New York	4,123 05	6,796 31	12,307 35	587 24	480 79
63	Philipsburg Ry. and Quarry Co.	.....	742 31	746 01	.....	.....
64	Princeton branch of Washington Co. Ry. (U.S.)	149 07	1,371 65	2,802 03	2 42	23 80
65	Père Marquette	29,384 82	102,605 25	222,038 21	13,004 61	3,877 35
66	Qu'Appelle, Long Lake and Saskatchewan	.....	.....	.....	.....	.....
67	Quebec Central	1,189 30	48,228 97	148,786 89	335 00	4,499 20
68	Quebec and Lake St. John	4,402 10	40,216 31	142,883 60	7,375 72	3,099 97
69	Quebec Ry. Light and Power Co.	2,250 00	13,733 72	10,254 65	187 14	402 42
70	Quebec, Montreal and Southern	12,661 48	19,927 97	57,968 41	1,650 07	1,366 95
71	Red Mountain	506 97	4,162 75	8,686 84	197 45	102 81
72	Rutland and Noyan	305 96	725 17	1,636 09	47 83	89 44
73	Salisbury and Harvey	.....	2,494 23	6,426 62	.....	.....
74	Schomberg and Aurora	511 20	3,359 06	.....	272 74	.....
75	Stanstead, Shefford and Chambly	785 80	4,641 01	15,864 02	167 36	362 69
76	St. Clair Tunnel, Yard and Approaches	.....	.....	.....	.....	.....
77	St. Lawrence and Adirondack	549 54	16,805 97	40,812 94	674 40	1,007 08
78	Sydney and Louisburg (Dom. Coal Co.)	1,700 00	10,828 36	39,374 42	3,790 25	2,695 10
79	Temiscouata	.....	8,204 80	29,840 19	808 90	592 90
80	Temiscaming and Northern Ontario	16,817 44	53,207 49	160,688 94	11,572 03	2,914 77
81	Thousand Islands	770 82	2,200 71	4,739 82	36 63	163 12
82	Toronto, Hamilton and Buffalo	7,439 02	41,976 10	86,832 23	3,538 87	1,770 22
83	Vancouver, Victoria and Eastern Vancouver, Westminster and Yukon	5,973 26	29,585 52	67,828 24	2,418 34	1,025 03
84	Victoria Terminal Ry. & Ferry Co.	52 96	.....	326 74	9 31	7 22
85	Victoria and Sydney, B.C.	703 04	2,727 81	4,340 93	123 21	96 21
86	Wabash Ry. Co. in Canada	15,556 42	175,154 37	379,652 98	12,153 47	10,546 35
87	Wellington Colliery Co.	.....	.....	10,800 00	.....	1,254 75
88	Wellington, Ladysmith Extension	.....	8,859 50	15,270 50	.....	.....
89	York and Carleton	.....	1,080 00	700 00	.....	80 00
	Final Total	1,956,260 03	9,471,240 67	17,718,468 24	764,790 58	383,670 36

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for the Year ending June 30, 1908.—*Concluded.*

32	33	34	35	36	37	38	
TRANSPORTATION.							No.
Other Supplies for Locomotives	Train Service.	Train Supplies and Expenses.	Switchmen, Flagmen, and Watchmen.	Telegraph Expenses.	Station Service.	Station Supplies.	
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	
2,043 93	10,140 37	41 69	2,000 00	.....	621 40	509 36	52
45 05	1,552 69	128 24	895 99	1,002 26	1,378 67	416 07	53
366 45	5,745 22	1,670 88	0 60	1,318 42	8,659 30	479 12	54
.....	8,747 09	.....	.....	.....	2,208 00	.....	55
100 00	2,021 43	158 95	.....	.....	648 00	12 00	56
42 63	3,633 05	768 91	.....	681 01	2,117 07	213 04	57
221 75	6,785 30	2,788 88	763 31	1,156 62	6,013 66	492 96	58
.....	.....	.....	.....	.....	.....	.....	59
151 38	1,744 40	.....	.....	.....	900 00	40 00	60
130 74	2,488 44	95 44	732 00	85 93	4,091 14	568 19	61
69 34	6,525 12	1,119 44	3,122 89	3,179 54	9,848 47	5,346 29	62
.....	.....	.....	.....	.....	.....	.....	63
31 25	804 33	173 86	.....	80 01	.....	.....	64
2,659 10	73,680 83	20,421 13	30,697 33	26,819 43	59,156 85	8,811 15	65
.....	.....	.....	.....	.....	.....	.....	66
.....	44,917 95	7,726 31	727 89	5,015 90	55,791 73	6,606 36	67
.....	29,795 92	2,889 14	7,717 44	.....	17,059 98	6,920 45	68
75 86	14,777 40	2,263 22	4,322 62	5,895 43	9,925 74	1,791 17	69
593 82	11,551 43	5,434 48	5,014 74	5,815 01	14,249 53	3,249 43	70
93 81	3,932 75	328 36	.....	515 05	3,179 37	201 17	71
14 93	775 40	186 54	960 00	.....	540 00	125 00	72
210 48	1,959 95	49 95	.....	.....	1,212 00	31 12	73
2,560 90	490 12	951 60	.....	.....	.....	10 00	74
191 27	4,421 31	824 23	880 43	270 11	8,594 28	.....	75
.....	.....	.....	.....	.....	.....	.....	76
105 27	19,553 76	5,046 37	177 03	4,782 56	5,654 60	3,320 27	77
.....	66,744 95	.....	4,606 19	.....	17,801 38	.....	78
.....	8,333 15	366 36	.....	.....	8,023 05	.....	79
1,598 29	40,263 45	13,963 44	7,513 67	19,866 79	39,492 70	7,358 98	80
85 26	1,625 89	221 69	301 00	.....	3,157 92	282 18	81
634 24	30,881 51	12,032 32	20,936 35	11,871 32	47,838 07	2,188 74	82
933 54	25,363 79	4,780 36	708 87	4,532 60	30,799 44	2,389 11	83
0 87	345 17	20 67	.....	1 84	171 30	6 02	84
11 60	1,859 07	275 22	.....	24 23	2,276 60	79 89	85
3,829 96	114,186 59	57,270 04	48,924 89	30,248 60	87,820 05	10,354 39	86
.....	.....	.....	.....	.....	.....	.....	87
.....	6,222 00	.....	.....	.....	.....	.....	88
10 00	432 00	10 00	.....	.....	180 00	.....	89
313,146 02	8,155,855 59	2,136,581 33	1,690,242 28	1,757,495 05	6,748,608 03	765,240 87	

TABLE 9.—CLASSIFICATION of Operating Expenses

No.	Name of Railway.	39	40	41	42	43
			CONDUCTING			
			Switching Charges — Balance.	Car Mileage. — Balance.	Hire of Equipment. — Balance.	Loss and Damage.
			$ cts.	$ cts.	$ cts.	$ cts.
1	Alberta Railway and Irrigation Co			5,227 93		2,063 81
2	Algoma Central and Hudson Bay			13,005 58		202 86
3	Atlantic and Lake Superior			7,052 17	347 00	207 77
4	Atlantic, Quebec and Western			845 75	881 05	45 95
5	Bay of Quinté			11,433 23		244 55
6	Bedlington and Nelson				147 48	14 42
7	Beesville Coal and Railway Co			144 00		
8	Bessemer and Barry's Bay					
9	Brandon, Saskatchewan and Hudson Bay				5,046 42	498 48
10	British Yukon					90 28
11	Brockville, Westport and Northwestern			179 88		
12	Buctouche and Moncton					44 14
13	Canada Coal and Railway Co., (now Maritime Coal, Railway, and Power Co			1,264 94		
14	Canada Southern		116,234 58	515,662 38		113,481 44
	Canadian Government Railways:—					
15	Intercolonial			Cr168,539 22	Cr. 10,140 70	50,291 46
16	Prince Edward Island					999 77
17	Canadian Northern			81,766 89		71,422 72
18	Canadian Northern, Ontario			Cr. 1,068 03		3,368 32
19	Canadian Northern, Quebec			8,551 17		4,800 45
20	Canadian Pacific		117,565 48		Cr. 17,805 62	568,858 95
21	Cape Breton			19 25		38 23
22	Caraquet			2,197 00		110 00
23	Carillon and Grenville					
24	Central Ontario			3,517 28	107 40	203 59
25	Crow's Nest Southern			11,929 81		2,153 67
26	Cumberland Railway and Coal Co					
27	Dominion Atlantic		598 70	7,282 36	283 76	539 33
28	Elgin and Havelock				2 50	3 13
29	Esquimalt and Nanaimo					
30	Grand Trunk in Canada		23,419 17	397,702 74		285,312 38
31	Canada Atlantic (G.T.R.)				6,708 64	18,701 32
32	Halifax and Southwestern			1,488 24		979 25
33	Hampton and St. Martin's			248 04		
34	Hereford			2,847 90		440 80
35	Inverness Railway and Coal Co			1,394 74		324 32
36	Irondale, Bancroft and Ottawa			1,852 36		
37	Kaslo and Slocan, B.C					29 85
38	Kent Northern					
39	Kettle River Valley			46 56	2 50	2 50
40	Kingston and Pembroke			8,097 02		2,516 46
41	Klondike Mines					223 30
42	Liverpool and Milton					
43	Lotbinière and Megantic			1,341 50		
44	London and Port Stanley			7,707 78	907 05	2,421 70
45	Maganetawan River					
46	Manitoulin and North Shore			106 75		3 69
47	Massawippi Valley			19,855 24		869 06
48	Midland Railway Co. of Manitoba				3,787 39	65 79
49	Montreal and Atlantic		22,524 79		38,860 52	930 86
50	Montreal and Province Line			7,700 34	268 68	450 74
51	Montreal and Vermont Junction			637 23	1,563 38	797 63
52	Morrissey, Fernie and Michel, B.C				1,172 74	26 95
53	Napierville Junction			3,756 08		12 00

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44	45	46	47	48	49	50	51	
TRANSPORTATION.								
Injuries to Persons.	Clearing Wrecks.	Operating Marine Equipment.	Advertising.	Outside Agencies.	Commissions.	Stock Yards and Elevators.	Rents for Tracks, Yards, and Terminals.	No.
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	
.....	750 01	.....	.....	.....	.....	.....	.....	1
105 82	604 91	30,050 44	387 65	.....	.....	.....	.....	2
67 75	.....	.....	.....	.....	.....	.....	.....	3
.....	.....	.....	.....	.....	.....	.....	.....	4
.....	34 15	.....	310 45	.....	.....	.....	.....	5
48 85	6 54	.....	0 13	.....	.....	.....	7,390 56	6
.....	.....	.....	.....	36 22	.....	.....	.....	7
.....	.....	.....	.....	.....	.....	.....	.....	8
2,813 62	32 62	.....	450 06	.....	.....	.....	.....	9
355 90	.....	.....	1,035 09	1,211 37	.....	.....	.....	10
24 79	.....	.....	31 35	1,903 75	.....	.....	.....	11
.....	.....	.....	60 10	.....	.....	.....	.....	12
217 15	164 77	.....	.....	.....	.....	.....	.....	13
66,777 37	4,984 28	138,087 15	14,704 59	122,626 94	.....	.....	515,451 98	14
8,757 36	27,975 99	42,030 41	45,767 15	59,804 51	.....	12,038 70	75,268 47	15
1 50	114 14	209 10	758 31	.....	.....	.....	.....	16
26,687 98	47,705 12	.....	25,927 21	40,423 65	.....	.....	.....	17
319 89	2,433 44	.....	4,447 00	622 42	.....	.....	.....	18
2,930 38	5,279 04	.....	2,459 52	815 12	.....	.....	8,960 00	19
357,553 47	191,882 33	787,970 07	280,153 22	783,298 27	275,226 48	157,849 67	.....	20
.....	.....	.....	75 30	.....	.....	.....	.....	21
.....	.....	.....	.....	59,804 51	.....	12,038 70	75,268 47	22
.....	.....	.....	.....	.....	.....	.....	.....	23
186 00	43 70	.....	601 00	141 44	272 05	.....	420 00	24
504 44	140 10	.....	28 42	1,595 95	.....	.....	951 75	25
.....	.....	.....	.....	.....	.....	.....	.....	26
507 10	394 06	.....	6,707 40	9,050 25	133 60	.....	1,200 00	27
.....	10 15	.....	15 00	.....	.....	.....	.....	28
.....	.....	.....	.....	.....	.....	.....	.....	29
177,953 94	43,589 69	21,106 12	145,886 79	398,161 39	79,465 01	1,998 80	24,801 48	30
14,922 07	20,197 54	.....	2,079 38	6,770 37	0 64	.....	2,716 73	31
4,072 10	1,588 05	.....	2,087 53	.....	.....	.....	644 50	32
.....	.....	.....	30 00	.....	.....	.....	.....	33
1,341 35	157 50	.....	171 76	43 28	.....	.....	.....	34
180 30	345 70	.....	130 50	.....	.....	.....	.....	35
.....	.....	.....	.....	.....	.....	.....	.....	36
.....	.....	.....	.....	.....	.....	.....	.....	37
.....	.....	.....	10 00	.....	.....	.....	.....	38
.....	.....	.....	2 50	.....	.....	.....	.....	39
306 70	209 06	.....	193 77	.....	.....	.....	2,853 84	40
50 00	22 75	.....	635 50	.....	38 50	.....	.....	41
.....	.....	.....	.....	.....	.....	.....	.....	42
.....	.....	.....	.....	.....	.....	.....	10 00	43
3,184 80	357 02	.....	647 94	2,171 11	118 19	.....	.....	44
.....	.....	.....	.....	.....	.....	.....	.....	45
84 00	64 49	.....	2 75	.....	.....	.....	.....	46
171 20	.....	.....	.....	331 78	.....	.....	2,449 96	47
337 52	197 55	.....	112 86	768 80	.....	.....	.....	48
2,693 07	555 49	.....	.....	.....	.....	.....	.....	49
189 56	318 44	.....	123 76	446 66	6 02	.....	.....	50
74 64	136 42	.....	477 85	1,358 92	5 34	.....	.....	51
.....	113 46	.....	.....	.....	.....	.....	11,206 84	52
.....	84 07	.....	.....	2 66	.....	.....	.....	53

TABLE 9.—CLASSIFICATION of Operating Expenses

No.	Name of Railway.	39	40	41	42	43
		CONDUCTING				
		Switching Charges. — Balance.	Car Mileage. — Balance.	Hire of Equipment. — Balance.	Loss and Damage.	
		$ cts.	$ cts.	$ cts.	$ cts.	
54	Nelson and Fort Sheppard			2,018 61	2,526 81	
55	New Brunswick Coal and Railway Co		3,602 15			
56	New Brunswick and Prince Edward Island		917 19		64 37	
57	New Brunswick Southern		1,387 75		765 28	
58	New Westminster Southern			5,294 95	5,560 65	
59	Nosbonsing and Nipissing					
60	Nova Scotia Steel and Coal Co		36 00			
61	Orford Mountain		2,634 46	329 86	36 00	
62	Ottawa and New York		2,920 70		309 12	
63	Philipsburg Railway and Quarry Co		231 00			
64	Princeton Branch of Washington Co. Ry. (U.S.)		826 28		34 51	
65	Père Marquette		247,640 09	52,686 94	18,467 52	
66	Qu'Appelle, Long Lake and Saskatchewan					
67	Quebec Central		12,398 21	2,948 02	6,353 85	
68	Quebec and Lake St. John		179 24			
69	Quebec Railway, Light and Power Co	15 00	2,011 41		20 80	
70	Quebec, Montreal and Southern				761 49	
71	Red Mountain			Cr. 939 77	71 52	
72	Rutland and Noyan				141 52	
73	Salisbury and Harvey		1,341 25		82 50	
74	Schomberg and Aurora					
75	Stanstead, Shefford and Chambly		335 10	610 69	2,495 75	
76	St. Clair Tunnel, yard and approaches					
77	St. Lawrence and Adirondack	459 90	35,219 68	4,807 96	1,896 83	
78	Sydney and Louisburg (Dominion Coal Co.)		7,195 08		112 89	
79	Temiscouata		2,678 00		1,749 72	
80	Temiscaming and Northern Ontario	17,137 00	27,517 21	80 00	2,981 94	
81	Thousand Islands		2,001 08		1 94	
82	Toronto, Hamilton and Buffalo	17,382 31	72,615 68		3,982 83	
83	Vancouver, Victoria and Eastern Vancouver, Westminster and Yukon			Cr. 5,027 49	6,202 94	
84	Victoria Terminal Ry. and Ferry Co.		144 61		76 75	
85	Victoria and Sydney, B.C.		1,919 36		1,019 81	
86	Wabash Railway Co. in Canada	3,849 84	26,505 48	20,300 56	43,009 44	
87	Wellington Colliery Co					
88	Ladysmith Extension					
89	York and Carleton		264 00			
	Total	319,186 77	1,467,775 90	115,250 52	1,232,518 70	

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for the Year ending June 30, 1908—*Continued.*

44	45	46	47	48	49	50	51	
TRANSPORTATION.								
Injuries to Persons.	Clearing Wrecks.	Operating Marine Equipment.	Advertising.	Outside Agencies.	Commissions.	Stock Yards and Elevators.	Rents for Tracks, Yards and Terminals.	No.
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	
6,686 67	1,418 62	154 11	1,768 61	.....	.....	.....	1,000 00	54
.....	.....	.....	.....	.....	.....	.....	.....	55
.....	.....	.....	25 00	.....	.....	.....	.....	56
.....	347 36	.....	200 00	.....	.....	.....	1,036 08	57
128 83	185 65	.....	587 42	1,413 43	.....	.....	.....	58
.....	.....	.....	.....	.....	.....	.....	.....	59
.....	.....	.....	.....	.....	.....	.....	.....	60
75 00	.....	.....	.....	.....	.....	.....	.....	61
102 96	5 64	2 28	225 59	353 95	.....	.....	7,326 41	62
.....	.....	.....	.....	.....	.....	.....	2 50	63
.....	12 12	.....	26 33	20 85	.....	.....	.....	64
25,165 90	1,850 84	18,655 05	3,631 91	18,643 57	951 76	.....	204,413 85	65
.....	.....	.....	.....	.....	.....	.....	.....	66
5,508 90	.....	.....	4,086 04	4,067 74	1,396 54	.....	27,802 07	67
6,352 23	.....	.....	7,735 05	.....	2,060 37	.....	.....	68
.....	19 45	.....	1,614 81	.....	470 32	.....	333 30	69
481 92	1,266 05	.....	112 00	610 84	.....	.....	5,190 00	70
207 57	129 71	.....	6 89	353 99	.....	.....	.....	71
.....	.....	.....	74 12	295 35	.....	.....	.....	72
.....	.....	.....	195 35	.....	.....	.....	.....	73
.....	.....	.....	.....	.....	.....	.....	.....	74
29 91	135 91	.....	203 24	580 84	2 25	.....	.....	75
.....	.....	.....	.....	.....	.....	.....	.....	76
74 82	598 88	0 12	851 03	2,961 27	.....	.....	42,689 67	77
.....	845 40	.....	252 60	.....	.....	.....	780 00	78
267 85	204 17	.....	649 97	.....	.....	.....	540 00	79
3,359 00	5,401 26	.....	3,651 13	.....	.....	.....	1,278 80	80
.....	.....	.....	132 55	.....	.....	.....	.....	81
1,656 00	724 59	.....	1,799 14	.....	.....	.....	5,836 43	82
1,356 88	1,957 15	.....	543 10	3,315 08	.....	.....	.....	83
0 35	38 23	19,727 29	.....	.....	.....	.....	.....	84
4 65	507 68	.....	.....	.....	.....	.....	.....	85
33,131 17	6,486 18	80,280 50	6,504 20	36,070 46	5,441 28	.....	380,846 52	86
.....	.....	.....	.....	.....	.....	.....	.....	87
.....	.....	.....	.....	.....	.....	.....	.....	88
.....	.....	.....	.....	.....	.....	.....	.....	89
758,011 23	372,627 40	1,138,272 64	571,387 92	1,500,272 23	365,588 35	171,887 17	1,333,401 74	

TABLE 9.—CLASSIFICATION of Operating Expenses

No.	Name of Railway.	CONDUCTING TRANSPORTATION—*Continued.*				
		Rents of Buildings and other Property.	Stationery and Printing.	Other Expenses.	Unclassified	Total.
		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
1	Alberta Ry. and Irrigation Co.		1,546 07	13 00		65,658 52
2	Algoma Central and Hudson Bay	400 00	978 80	124 01		156,581 30
3	Atlantic and Lake Superior	449 58	12 50	1,278 25		38,648 90
4	Atlantic, Quebec and Western	7 00	144 48	17 75		12,606 45
5	Bay of Quinté	561 00	2,112 26	120 24		99,638 16
6	Bedlington and Nelson		5 60	0 81		1,965 96
7	Beersville Coal and Railway Co.					3,578 97
8	Bessemer and Barry's Bay					
9	Brandon, Saskatchewan and Hudson Bay Co.	50 00	301 33	70 58		57,149 79
10	British Yukon	126 00	746 39	2,350 97		60,272 61
11	Brockville, Westport and Northwestern		350 90	230 68		15,335 22
12	Buctouche and Moncton			826 47		8,343 24
13	Canada Coals and Ry. Co. (now Maritime Coal and Ry. and Power Co.		178 21			15,551 55
14	Canada Southern	2,219 16	47,550 67	26,135 27		3,678,455 77
	Canadian Government Rys.—					
15	Intercolonial	Cr. 1,815 58	85,312 46	18,571 72		5,314,955 54
16	Prince Edward Island		6,188 21	36 61		202,528 33
17	Canadian Northern		55,976 30	20,319 48		3,684,106 62
18	Canadian Northern Ontario		3,179 11	346 71		137,514 41
19	Canadian Northern Quebec		5,522 92	1,648 19		423,100 46
20	Canadian Pacific	15,730 47	321,458 83	120,156 62		27,448,405 51
21	Cape Breton			57 00		6,736 58
22	Caraquet	72 00	210 00	475 00		21,127 75
23	Carillon and Grenville			54 55		1,735 88
24	Central Ontario	37 50	554 69	19 30		79,669 35
25	Crow's Nest Southern	317 77	63 37			67,503 22
26	Cumberland Ry. and Coal Co.					11,045 92
27	Dominion Atlantic	25 00	3,683 33	749 29		290,469 67
28	Elgin and Havelock	10 00	50 75	16 88		5,267 17
29	Esquimalt and Nanaimo					
30	Grand Trunk in Canada	94,627 38	130,550 56	25,138 38		12,423,565 03
31	Canada Atlantic (G.T.R.)	2,190 51	11,962 46	1,339 55		1,122,269 60
32	Halifax and Southwestern		3,265 25	11,380 33		200,999 08
33	Hampton and St. Martins			2,137 71		3,948 96
34	Hereford		344 14	0 09		51,265 48
35	Inverness Ry. and Coal Co.		368 81	13 67		47,313 25
36	Irondale, Bancroft and Ottawa					13,530 75
37	Kaslo and Slocan, B.C.		36 38	991 81		14,327 56
38	Kent Northern			10 00		4,300 00
39	Kettle River Valley	33 50		31 10		1,488 95
40	Kingston and Pembroke		1,104 33	863 26		89,773 68
41	Klondyke Mines	1,930 25	170 07	17 00		30,445 96
42	Liverpool & Milton	48 00				3,717 57
43	Lotbinière & Megantic		262 51	139 10		12,075 45
44	London & Port Stanley	439 74	1,358 00	49 14		94,775 61
45	Maganetawan River					
46	Manitoulin & North Shore	1,221 76	144 33			14,050 74
47	Massawippi Valley		900 08			114,484 93
48	Midland Ry. Co., of Manitoba		174 26	25 92		39,997 03
49	Montreal & Atlantic		4,839 57	8,110 12		391,343 54
50	Montreal & Province Line	37 50	412 13	5 50		41,976 93
51	Montreal & Vermont Junction		910 87			46,721 21
52	Morrissey, Fernie & Michel, B.C.			712 00		48,209 66
53	Napierville Junction		444 72	39 96		21,642 7[illegible]
54	Nelson & Fort Sheppard		293 58	42 20		61,218 9[illegible]
55	New Brunswick Coal & Ry. Co.			842 44		23,768 8

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for the Year ending June 30, 1908.

General Expenses.

Salaries of General Officers.	Salaries of Clerks and Attendants.	General Office Expenses and Supplies.	Insurance.	Law Expenses.	Stationery and Printing. — General Offices	Other Expenses.	No.
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	
6,390 00	3,452 73	1,692 57	1,454 04	533 56	997 56	1,005 11	1
2,174 14	3,419 40	3,861 70	.....	2,291 13	546 34	404 84	2
2,500 00	1,982 20	454 35	385 10	.....	221 86	2,544 12	3
1,175 80	626 50	1,078 28	60 38	92 65	330 83	457 16	4
3,130 08	644 87	471 66	2,711 10	23 84	80 02	185 51	5
14 49	37 70	0 83	220 73	91 86	6 16	8 80	6
.....	.....	.....	.....	.....	30 25	.....	7
.....	.....	.....	.....	.....	.....	.....	8
516 71	1,103 96	71 95	1,073 44	219 50	320 54	170 97	9
4,110 68	3,548 10	2,246 53	1,349 92	515 24	377 53	178 52	10
5,579 17	.....	669 44	216 00	560 00	.....	130 00	11
1,800 00	691 35	210 53	.....	.....	145 61	313 55	12
2,339 00	.....	.....	.....	.....	89 55	94 78	13
51,301 69	65,633 22	3,444 97	11,096 90	18,908 61	4,951 39	15,418 11	14
14,742 42	88,116 06	26,524 98	80,896 22	15,679 37	14,090 94	1,793 86	15
1,560 00	5,421 41	997 49	5,419 09	339 65	502 46	105 68	16
30,988 55	91,193 23	14,437 96	54,485 06	31,214 58	13,115 63	19,440 56	17
4,346 39	7,431 87	1,004 52	3,920 55	1,444 47	530 52	140 98	18
6,348 30	10,933 64	2,253 20	9,345 27	7,145 69	881 90	2,965 27	19
288,026 74	401,830 25	76,054 55	262,109 24	219,485 77	75,386 84	118,305 75	20
2,848 99	.....	.....	351 82	.....	94 77	16 36	21
3,820 00	.....	565 10	166 00	101 00	.....	1,041 00	22
.....	.....	25 00	.....	.....	17 00	20 65	23
4,445 00	1,057 40	1,780 19	1,057 31	35 00	157 77	576 87	24
527 02	1,204 05	72 89	1,024 48	802 61	344 12	206 42	25
.....	.....	.....	.....	.....	.....	.....	26
11,569 20	8,152 55	6,770 24	3,679 93	3,063 00	1,087 06	6,864 37	27
500 13	75 00	.....	43 50	21 75	50 20	5 06	28
.....	.....	.....	.....	.....	.....	.....	29
169,332 76	191,585 23	62,033 60	107,840 97	98,352 56	24,279 95	135,325 37	30
9,233 29	18,321 04	3,389 94	17,044 61	3,291 59	1,412 04	1,927 17	31
4,438 32	5,953 25	597 23	1,583 95	5,975 22	421 67	4,993 55	32
250 00	666 44	.....	57 50	.....	71 47	17 70	33
657 62	613 64	143 17	545 31	276 15	112 00	211 63	34
1,904 64	2,533 94	1,732 22	347 18	109 85	604 58	358 21	35
3,981 45	420 00	84 09	.....	.....	10 07	.....	36
.....	391 14	.....	.....	76 50	12 01	65 16	37
1,200 00	.....	.....	120 00	10 00	.....	250 00	38
171 00	.....	15 00	121 21	0 37	34 18	45 93	39
4,215 09	593 54	55 54	.....	478 40	104 60	1,425 28	40
9,562 60	2,659 70	588 66	420 00	640 54	46 43	3,027 27	41
300 00	.....	83 21	.....	40 00	40 00	20 72	42
.....	1,000 35	66 35	.....	.....	48 13	1,126 37	43
1,080 35	2,847 26	305 77	647 74	332 56	455 14	267 92	44
.....	.....	.....	.....	.....	.....	.....	45
1,174 98	1,842 56	1,221 64	.....	1,009 43	159 27	138 24	46
746 61	2,168 47	79 99	588 97	1,893 66	.....	.....	47
288 00	693 29	35 77	1,209 85	281 51	203 70	135 64	48
.....	17,577 26	.....	2,133 00	3,369 37	.....	250 00	49
374 20	892 83	30 99	298 06	148 59	102 67	3 07	50
926 01	2,114 54	128 70	693 79	374 51	222 36	.....	51
3,300 91	2,507 58	64 00	168 17	262 50	287 05	826 98	52
583 51	547 54	58 52	.....	21 15	76 71	500 00	53
414 35	982 79	53 41	476 44	768 61	215 55	146 12	54
2,100 00	500 00	958 10	.....	.....	.....	3,337 58	55

TABLE 9.—CLASSIFICATION of Operating Expenses

No.	Name of Railway.	CONDUCTING TRANSPORTATION—*Continued.* Rents of Buildings and other Property.	Stationery and Printing.	Other Expenses.	Unclassified	Total.
		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
56	New Brunswick & Prince Edward Island		30 00	8 00		10,182 39
57	New Brunswick Southern	100 00	293 80	16 64		25,120 53
58	New Westminster Southern	513 58	347 25	466 40		61,228 11
59	Nosbonsing & Nipissing					
60	Nova Scotia Steel & Coal Co.					5,812 53
61	Orford Mountain		205 00			18,755 90
62	Ottawa & New York	630 00	1,483 58	37 28		66,903 34
63	Philipsburg Ry. and Quarry Co.					1,721 82
64	Princeton Branch of Washington Co. Ry. (U.S)		29 33	0 49		6,388 33
65	Père Marquette	5,383 43	10,927 26	8,130 47		1,209,704 65
66	Qu'Appelle, Long Lake and Saskatchewan					
67	Quebec Central	1,209 30	3,664 43	4,407 46		397,671 06
68	Quebec and Lake St. John	560 00	2,203 63	976 46		282,427 62
69	Quebec Ry. Light and Power Co.	52 00	1,257 15	11,907 22		83,580 83
70	Quebec, Montreal and Southern	540 26	3,250 43	227 65		151,923 96
71	Red Mountain		91 92	9 08		21,838 24
72	Rutland and Noyan	24 68	153 12	18 74		6,113 89
73	Salisbury and Harvey		87 70			14,091 15
74	Schomberg and Aurora					8,155 62
75	Stanstead, Shefford and Chambly		389 45			41,785 65
76	St. Clair Tunnel, yard and approaches					106,075 26
77	St. Lawrence and Adirondack		1,361 10	Cr. 0 01		189,411 04
78	Sydney and Louisburg (Dom. Coal Co.)			15,757 37		172,483 99
79	Temiscouata	120 00		2,598 42		64,977 48
80	Temiscaming and Nor. Ontario	792 00	7,951 65	2,650 48		448,558 46
81	Thousand Islands	163 50	202 46	359 44		16,446 01
82	Toronto, Hamilton and Buffalo		4,809 99	264 57		377,010 53
83	Vancouver, Victoria and East'n / Vancouver, Westm'ster & Yukon		1,136 11	412 28		186,234 15
84	Victoria Term'l Ry. and Ferry Co.			4 41		20,933 74
85	Victoria and Sydney, B.C.			58 70		16,028 01
86	Wabash Ry. Co. in Canada	7,027 16	7,327 00	1,909 45		1,604,387 35
87	Wellington Colliery Co.					12,054 75
88	" (Ladysmith extension)					30,352 00
89	York and Carleton					2,756 00
		135,834 45	740,851 59	295,729 67		62,486,270 59

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for the Year ending June 30, 1908—*Continued.*

General Expenses.							No.
Salaries of General Officers.	Salaries of Clerks and Attendants.	General Office Expenses and Supplies.	Insurance.	Law Expenses.	Stationery and Printing. — General Offices	Other Expenses.	
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	
625 00	250 00	48 25				431 32	56
2,681 32	39 60	110 78	1,997 40	222 63	65 27	484 61	57
610 56	1,287 11	82 16	500 71	412 26	374 57	195 69	58
							59
							60
2,580 00	135 00	285 58	35 00		62 99	120 58	61
2,880 03	456 00	539 78	516 58	1,227 00	64 04	0 92	62
2,500 00	600 00						63
115 27	156 14	30 61	23 89	285 59	17 42	30 05	64
8,460 35	23,900 39	2,422 52	4,928 13	2,701 70	3,677 84	2,184 73	65
							66
15,755 30	13,043 59	3,083 32	7,446 40	374 50	659 61	29,946 47	67
14,750 00	14,801 93	2,325 46	1,873 51	1,325 81	850 00	3,872 43	68
3,394 44	1,450 75	692 22	1,413 86	1,074 88	540 74	15,204 66	69
5,894 50	5,253 76	970 74	22 18	533 68	978 87	526 87	70
117 98	332 27	15 60	141 27	Cr. 2,577 65	77 36	60 60	71
191 97	332 32	47 56	24 68	147 59	25 74	12 58	72
1,500 00			54 50	204 00			73
	70 00	62 18	82 50		114 00		74
384 27	900 71	55 71	302 41	160 98	96 40		75
							76
1,321 76		125 77	240 41	298 46	154 23	102 20	77
							78
7,590 71	3,100 20	323 51	1,195 23	220 40	1,685 33	3,504 64	79
3,555 04	8,988 17	4,251 62	5,986 00	3,322 58	1,892 12	485 91	80
2,706 00	300 00	44 35	574 11		22 40	7 23	81
14,806 58	16,395 31	1,984 57	1,650 00	4,068 99	1,059 70	149 29	82
1,595 01	3,704 32	231 73	2,356 30	3,063 18	800 05	595 26	83
192 31		17 83	0 70	0 11	48 85	7 15	84
	2,555 07	236 52	9 30	1 34	649 11	95 10	85
14,134 35	33,917 87	3,167 85	8,915 53	7,786 91	4,078 57	1,686 77	86
							87
							88
			45 25				89
775,732 94	1,085,738 37	237,571 05	615,638 68	445,076 69	161,271 64	386,499 27	

TABLE 9.—CLASSIFICATION of Operating Expenses for the Year ending June 30, 1908.

Number.	Name of Railway.	65	66	67	68	69	70	71	72	73	Number.
		GENERAL EXPENSES.	RECAPITULATION OF EXPENSES.								
		Unclassified.	Total.	Maintenance of Way and Structures.	Maintenance of Equipment.	Conducting Transportation.	General Expenditure.	Unclassified.	Grand Total.		
		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.		
1	Alberta Railway and Irrigation Co.		15,525 57	77,239 92	19,642 19	65,658 52	15,525 57		178,066 20		1
2	Algoma Central and Hudson Bay		12,697 55	35,453 96	48,413 90	156,581 30	12,697 55		253,146 71		2
3	Atlantic and Lake Superior		8,087 63	18,442 75	8,328 05	38,648 90	8,087 63		73,507 33		3
4	Atlantic, Quebec and Western		3,821 00	4,373 13	1,381 96	12,606 45	3,821 00		22,182 54		4
5	Bay of Quinté		7,247 08	29,907 52	23,995 39	99,638 16	7,247 08		160,788 15		5
6	Bedlington and Nelson		380 57	12,135 63	486 59	1,965 96	380 57		14,968 75		6
7	Beersville Coal and Iron Co. (now North Shore Railway Co.		30 25	992 54	189 45	3,578 98	30 25		4,791 22		7
8	Bessemer and Barry's Bay										8
9	Brandon, Saskatchewan and Hudson Bay		3,477 07	32,249 26	10,047 20	57,141 79	3,477 07		102,915 32		9
10	British Yukon		12,326 52	54,360 21	16,889 54	60,272 61	12,326 52		143,848 88		10
11	Brockville, Westport and Northwestern		7,094 61	5,251 59	2,479 96	15,335 22	7,094 61		30,161 38		11
12	Buctouche and Moncton		3,161 04	8,582 82	3,038 45	8,343 24	3,161 04		23,125 55		12
13	Canada Coals and Railway Co. (now Maritime Coal, Railway and Power Co.)		2,523 33	4,049 90	1,719 19	15,551 55	2,523 33		23,843 97		13
14	Canada Southern		170,754 89	807,947 07	828,970 61	3,678,455 77	170,754 89		5,486,128 34		14
	Canadian Government Railways:—										
15	Intercolonial		241,843 85	1,732,390 38	2,059,883 21	5,314,955 34	241,843 85		9,349,072 78		15
16	Prince Edward Island		14,345 78	116,098 35	75,487 85	202,528 33	14,345 78		408,460 31		16
17	Canadian Northern		254,875 57	1,458,588 41	1,130,198 13	3,684,106 62	254,875 57		6,527,768 73		17
18	Canadian Northern Ontario		18,819 30	52,022 06	36,812 05	137,514 41	18,819 30		245,197 82		18
19	Canadian Northern Quebec		39,873 27	132,358 35	114,079 03	423,100 46	39,873 27		709,411 11		19
20	Canadian Pacific		1,441,199 14	9,630,803 95	9,459,860 45	27,448,405 51	1,441,199 14		47,980,269 05		20
21	Cape Breton		3,311 94	4,386 16	2,691 53	6,736 58	3,311 94		17,126 21		21
22	Caraquet		5,693 10	14,911 15	10,940 85	21,127 75	5,693 10		52,672 85		22
23	Carillon and Grenville		62 65	2,540 00	1,085 33	1,735 88	62 65		5,423 86		23
24	Central Ontario		9,109 54	50,999 01	14,149 63	79,669 35	9,109 54		153,927 53		24
25	Crow's Nest Southern		4,181 57	19,029 68	17,235 86	67,503 22	4,181 57		137,950 33		25
26	Cumberland Railway and Coal Co			24,006 43	10,822 80	11,045 92			45,875 15		26
27	Dominion Atlantic		41,586 35	118,591 97	59,479 08	290,469 67	41,586 35		510,127 07		27

28	Elgin and Havelock		695 64	4,074 65	832 68	5,267 17	695 64		10,870 14	28
29	Esquimalt and Nanaimo									29
30	Grand Trunk in Canada		788,750 44	3,653,320 63	4,134,932 99	12,423,565 03	788,750 44		21,000,569 09	30
31	Canada Atlantic (G.T.R.)		54,619 68	359,962 42	431,800 88	1,122,269 60	54,619 68		1,968,652 58	31
32	Halifax and Southwestern		23,963 19	118,154 14	41,861 74	200,999 08	23,963 19		384,981 15	32
33	Hampton and St. Martin's		1,063 11	1,934 26		3,948 96	1,063 11		6,946 33	33
34	Hereford		2,559 52	29,711 22	17,320 68	51,265 48	2,559 52		100,856 90	34
35	Inverness Railway and Coal Co		7,590 62	36,282 41	23,379 68	47,313 25	7,590 62		114,565 96	35
36	Irondale, Bancroft and Ottawa		4,495 61	8,929 85	1,551 23	13,530 75	4,495 61		28,507 44	36
37	Kaslo and Slocan, B. C		544 81	32,372 56	2,951 22	14,327 56	544 81		50,196 15	37
38	Kent Northern		1,580 00	4,020 00	825 00	4,300 00	1,580 00		10,725 00	38
39	Kettle River Valley		387 69	981 45	695 21	1,488 95	387 69		3,553 30	39
40	Kingston and Pembroke		6,872 45	52,916 97	24,798 40	89,773 68	6,872 45		174,361 50	40
41	Klondike Mines		16,945 20	29,802 07	15,138 91	30,445 96	16,945 20		92,332 14	41
42	Liverpool and Milton		483 93	6 20	1,621 26	3,717 57	483 93		5,828 96	42
43	Lotbiniére and Megantic		2,241 20	8,693 00	3,381 28	12,075 45	2,241 20		26,390 93	43
44	London and Port Stanley		5,936 74	21,219 78	21,725 91	94,775 61	5,936 74		143,658 04	44
45	Maganetawan River									45
46	Manitoulin and North Shore		5,546 12	10,420 95	4,635 28	14,050 74	5,546 12		34,653 09	46
47	Massawippi Valley		5,477 70	40,648 54	17,073 93	114,484 93	5,477 70		177,685 10	47
48	Midland Ry Co., of Manitoba		2,847 76	42,045 01	6,567 39	39,997 03	2,847 76		91,457 19	48
49	Montreal and Atlantic		23,329 63	193,215 14	112,319 84	391,343 54	23,329 63		720,208 15	49
50	Montreal and Province Line		1,850 41	24,830 83	2,661 25	41,976 93	1,850 41		71,319 42	50
51	Montreal and Vermont Junction		4,459 91	13,637 37	25,329 41	46,721 21	4,459 91		90,147 90	51
52	Morrissey, Fernie and Michel, B. C		7,357 19	11,982 46	13,327 50	48,209 66	7,357 19		80,876 81	52
53	Napierville Junction		1,787 43	8,501 14	916 30	21,642 73	1,787 43		32,847 60	53
54	Nelson and Fort Sheppard		3,057 27	48,429 44	12,060 98	61,218 99	3,057 27		124,766 68	54
55	New Brunswick Coal and Ry. Co		6,695 68	15,907 55	9,724 88	23,768 85	6,695 68		56,096 96	55
56	New Brunswick and Prince Edward Island		1,354 57	8,342 35	3,693 30	10,182 39	1,354 57		23,572 61	56
57	New Brunswick Southern		5,601 61	14,263 05	2,765 18	25,120 53	5,601 61		47,750 37	57
58	New Westminster Southern		3,463 06	17,843 89	9,276 68	61,228 11	3,463 06		91,811 74	58
59	Nosbonsing and Nipissing		13,019 42	7,860 79	3,684 75		13,019 42		24,564 96	59
60	Nova Scotia Steel and Coal Co			4,669 12	1,360 25	5,812 53			11,841 90	60
61	Orford Mountain		3,219 15	14,413 08	2,080 14	18,755 90	3,219 15		38,468 27	61
62	Ottawa and New York		5,684 35	38,365 19	13,726 16	66,903 34	5,684 35		124,679 04	62
63	Philipsburg Ry. and Quarry Co		3,100 00	1,417 43		1,721 82	3,100 00		6,239 25	63
64	Princeton Branch of Washington Co. Ry. (U.S.A.)		658 97	3,380 54	1,336 86	6,388 33	658 97		11,764 70	64
65	Père Marquette		48,275 66	167,091 14	287,878 31	1,209,704 65	48,275 66		1,712,949 76	65
66	Qu'Appelle, Long Lake and Saskatchewan									66
67	Quebec Central		70,309 19	186,064 89	133,248 01	397,671 06	70,309 19		787,293 15	67
68	Quebec and Lake St. John		39,799 14	91,930 10	75,151 65	282,427 62	39,799 14		489,308 81	68
69	Quebec Ry. Light and Power Co		23,771 55	23,709 32	18,416 62	83,580 83	23,771 55		149,478 32	69
70	Quebec, Montreal and Southern		14,180 60	85,500 38	42,293 82	151,923 96	14,180 60		293,898 76	70
71	Red Mountain		Cr. 1,832 57	8,649 47	5,269 27	21,838 24	Cr. 1,832 57		33,924 41	71
72	Rutland and Noyan		782 44	1,688 65	1,774 56	6,113 89	782 44		10,359 54	72
73	Salisbury and Harvey		1,758 50	27,366 25	4,572 26	14,091 15	1,758 50		47,788 16	73
74	Schomberg and Aurora		328 68	4,308 95	929 37	8,155 62	328 68		13,722 62	74
75	Stanstead, Shefford and Chambly		1,900 48	21,410 71	10,847 39	41,785 65	1,900 48		75,944 23	75
76	St. Clair Tunnel, yard and approaches		71 65	15,733 38	18,612 12	106,075 26	71 65		140,492 41	76

No. 9.—Classification of Operating Expenses for the Year ending June 30, 1908.

Number.	Name of Railway.	General Expenses—*Con.*		Recapitulation of Expenses.						Number.
		Unclassed.	Total.	Maintenance of Way and Structures.	Maintenance of Equipment.	Conducting Transportation.	General Expenses.	Unclassified.	Grand Total.	
		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	
77	St. Lawrence and Adirondack		2,242 83	49,312 79	27,494 44	189,411 04	2,242 83		268,461 10	77
78	Sydney and Louisburg, (Dom. Coal Co.)		45,016 48	67,705 97	120,681 84	172,483 99	45,016 48		405,888 28	78
79	Temiscouata		17,620 02	43,806 63	26,518 54	64,977 48	17,620 02		152,922 67	79
80	Temiscaming and Northern Ontario		28,481 44	125,150 68	108,008 13	448,558 46	28,481 44		710,198 71	80
81	Thousand Islands		3,654 09	5,698 10	3,142 97	16,446 01	3,654 09		28,941 17	81
82	Toronto, Hamilton and Buffalo		40,114 44	182,674 81	69,145 95	377,010 53	40,114 44		668,345 73	82
83	Vancouver, Victoria and Eastern / Vancouver, Westminster and Yukon		12,345 85	79,675 66	55,422 22	186,234 15	12,345 85		333,677 88	83
84	Victoria Terminal Ry. and Ferry Co		266 95	786 53	423 39	20,933 74	266 95		22,410 61	84
85	Victoria and Sydney, B.C.		3,546 44	10,449 83	5,626 53	16,028 01	3,546 44		35,650 81	85
86	Wabash Ry. Co. in Canada		73,687 85	197,803 08	302,851 70	1,604,387 35	73,687 85		2,178,729 98	86
87	Wellington Colliery Co.			11,349 26	13,898 98	12,054 75			37,302 99	87
88	" Ladysmith Extension			9,775 22	17,582 45	30,352 00			57,709 67	88
89	York and Carleton		45 25	1,300 00	137 00	2,756 00	45 25		4,238 25	89
			3,765,636 19	20,778,609 78	20,273,625 95	62,486,270 59	3,765,636 19		107,304,142 51	

TABLE 10.—SUMMARY of Passengers and Tons Carried, Earnings, Expenses, Train Mileage, and Mileage Operated, for the Year ending June 30, 1908.

No.	Name of Railway.	Passengers Carried.	Passengers Carried one Mile.	Mileage of Revenue Passenger Trains.	Mileage of Revenue Mixed Trains.	Total Passenger Revenue.	Total Passenger Earnings.
		No.	No.	Miles.	Miles.	$ cts.	$ cts.
1	Alberta Railway and Irrigation Co	32,374	1,393,388		62,685	52,516 85	59,424 41
2	Algoma Central and Hudson Bay	19,752	665,072		49,598	23,751 61	23,751 61
3	Atlantic and Lake Superior	20,702	1,552,650	12,400	51,300	24,317 57	28,791 62
4	Atlantic, Quebec and Western	8,532	117,198		11,654	3,682 25	3,698 50
5	Bay of Quinté	101,501	1,424,033		218,870	38,327 54	47,073 41
6	Bedlington and Nelson	700	4,340		2,170	178 71	251 90
7	Beersville Coal and Railway Co. (now North Shore)	2,592	20,736	4,800	4,064	648 10	648 10
8	Bessemer and Barry's Bay						
9	Brandon, Saskatchewan and Hudson Bay	21,303	670,772	11,022	1,750	17,881 74	19,176 84
10	British Yukon	11,066	984,320	270	55,980	67,168 55	75,165 16
11	Brockville, Westport and Northwestern	70,418	2,112,540	29,000	27,900	29,003 12	33,345 58
12	Buctouche and Moncton	20,455	409,100		20,608	8,897 48	10,520 36
13	Canada Coal and Ry. Co. (now Maritime Coal Ry. and Power Co., Ltd.)	20,763	181,925	84	17,016	6,028 41	6,815 61
14	Canada Southern	1,065,123	78,215,945	1,531,234	150,804	1,741,379 67	2,204,016 14
	Canadian Government Railways—						
15	Intercolonial	2,866,408	142,721,881	2,721,301	531,110	2,633,160 13	3,027,710 31
16	Prince Edward Island	323,935	7,338,420		330,107	133,662 25	161,897 59
17	Canadian Northern	937,036	74,468,415	1,523,142	375,828	1,772,816 38	2,021,272 48
18	Canadian Northern Ontario	93,590	5,372,887	175,512		112,005 90	122,821 31
19	Canadian Northern Quebec	322,488	9,749,364	235,662	68,688	187,794 84	208,739 10
20	Canadian Pacific	9,286,495	1,035,721,150	13,110,762	1,656,602	19,655,394 44	23,245,345 24
21	Cape Breton	7,912	176,099		19,492	5,119 25	5,350 09
22	Caraquet	13,326	426,432		40,150	12,894 81	15,389 30
23	Carillon and Grenville	4,532	55,892		2,756	1,547 75	1,547 75
24	Central Ontario	139,434	3,227,848	24,500	127,160	72,214 19	84,431 21
25	Crow's Nest Southern	15,292	667,122	32,843		24,837 01	27,433 66
26	Cumberland Railway and Coal Co	33,502	678,946	9,783	35,477	14,119 23	18,251 75
27	Dominion Atlantic	355,662	15,026,719	309,231	180,315	341,792 93	391,672 06
28	Elgin and Havelock	9,183	119,379		17,928	3,211 08	3,964 92
29	Grand Trunk	10,299,771	505,714,652	8,043,495	472,867	8,957,520 38	10,540,996 60
30	Grand Trunk (Canada Atlantic)	507,340	26,530,660	585,577	129,411	428,516 92	481,675 22
31	Halifax and Southwestern	198,722	7,913,705	119,765	217,995	184,541 66	211,148 87
32	Hampton and St. Martins	7,398	89,890		16,700	4,077 90	4,485 58
33	Hereford	29,476	730,539	33,839	25,334	16,435 78	17,931 57

TABLE 10.—SUMMARY of Passengers and Tons Carried, Earnings, Expenses, &c.—*Continued.*

No.	Name of Railway.	Passengers Carried.	Passengers Carried one Mile.	Mileage of Revenue Passenger Trains.	Mileage of Revenue Mixed Trains.	Total Passenger Revenue.	Total Passenger Earnings.
		No.	No.	Miles.	Miles.	$ cts.	$ cts.
34	Inverness Railway and Coal Co.	33,398	779,377		41,831	20,658 81	21,755 78
35	Irondale, Bancroft and Ottawa	11,012	200,141		31,400	6,004 25	7,177 16
36	Kaslo and Slocan	4,959	95,900		17,150	5,925 69	7,553 13
37	Kent Northern	5,000	100,000		14,580	7,113 97	8,217 94
38	Kettle River Valley	1,625	6,500		2,504	275 85	275 85
39	Kingston and Pembroke	69,163	1,521,586	78,289	109,629	50,784 37	60,935 53
40	Klondyke Mines	3,863	74,887		28,817	11,233 00	11,258 75
41	Lake Erie and Detroit River						
42	Liverpool and Milton	11,200	44,800		8,100	840 00	840 00
43	London and Port Stanley Railway	219,592	3 668,295	60,291	19,789	43,096 65	49,695 82
44	Lotbinière and Megantic	12,152	157,188		18,780	4,221 34	4,974 94
45	Manitoulin and North Shore	3,280	28,233		12,887	1,182 60	1,183 60
46	Massawippi Valley	177,463	3,332,716	77,175	3,967	70,911 61	75,390 60
47	Midland Railway Co. of Manitoba	10,646	325,037	990	29,529	7,699 91	8,248 35
48	Montreal and Atlantic	303,894	7,743,379	136,852	161,269	177,344 01	198,351 66
49	Montreal and Province Line	136,065	2,061,704	41,928	28,861	42,542 53	47,389 87
50	Montreal and Vermont Junction	149,962	3,131,165	67,807	24	46,229 62	53,568 12
51	Morrissey, Fernie and Michel	292,616	1,784,957		15,399	8,342 85	8,342 85
52	Napierville Junction Railway	12,330	154,009		16,794	4,297 97	4,568 68
53	Nelson and Fort Sheppard	24,900	874,112	42,079	8,776	32,483 44	36,072 27
54	New Brunswick Coal and Railway Co	30,087	433,070		60,379	10,913 31	12,527 28
55	New Brunswick and Prince Edward Island	19,488	375,492	4,450	25,120	9,223 66	10,380 31
56	New Brunswick Southern	16,602	758,323		52,845	15,847 30	19,562 17
57	New Westminster Southern	130,392	2,647,203	53,830	5,301	85,894 43	91,100 03
58	Nosbonsing and Nipissing						
59	Nova Scotia Steel and Coal Co.	8,729	77,625		15,706	1,863 45	2,177 45
60	Orford Mountain	16,753	268,048	36,152	11,932	7,413 74	8,254 74
61	Ottawa and New York	113,765	2,797,242	76,962		60,277 49	67,946 68
62	Père Marquette Railway (in Canada)	333,795	7,272,908	274,544	6,974	143,197 97	173,407 39
63	Phillipsburg Railway and Quarry Co.						
64	Princeton Branch of Washington Co. Railway	91,308	465,671	3,634	6,431	8,343 28	8,946 75
65	Quebec Central	337,038	14,969,493	217,063	214,808	314,293 16	348,767 09
66	Quebec and Lake St. John	361,100	9,839,994	241,370	28,756	203,060 01	226,360 73
67	Quebec Railway, Light and Power Co.	1,351,094	7,060,817	283,017		141,233 95	152,929 72
68	Quebec, Montreal and Southern	272,213	4,235,634	96,322	39,063	101,399 19	111,984 77

69	Rod Mountain	13,866	115,898	10	7,288	4,288 77	5,320 79
70	Rutland and Noyan	96,640	327,609	4,611	.....	7,219 49	7,450 92
71	Salisbury and Harvey	14,721	441,630	.....	18,000	9,214 89	11,867 40
72	Schomberg and Aurora	22,456	280,700	18,230	.....	4,309 23	4,309 23
73	Stanstead, Shefford and Chambly	193,148	1,236,654	45,253	19,147	24,456 10	31,628 30
74	St. Clair Tunnel	.....	.....	.....	.....	65,430 00	65,430 00
75	St. Lawrence and Adirondack	364,285	9,072,181	134,358	.....	167,237 24	177,465 71
76	Sydney and Louisburg (Dom. Coal Co.)	51,995	691,361	33,452	.....	16,789 49	20,127 36
77	Temiscouata	74,971	2,203,913	73,155	70,152	57,290 26	65,607 05
78	Temiscaming and Northern Ontario	471,787	14,984,691	239,259	4,930	342,828 64	371,779 44
79	Thousand Islands	33,185	199,110	.....	39,640	8,186 48	11,474 35
80	Toronto, Hamilton and Buffalo	453,123	11,455,197	276,748	.....	251,519 18	265,699 30
81	Vancouver, Victoria & Eastern & Vancouver, Westminster & Yukon	151,864	2,570,699	64,041	35,711	80,356 11	87,995 35
82	Victoria and Sydney, B.C	63,127	849,767	11,837	10,146	18,425 39	18,849 38
83	Victoria Terminal Railway and Ferry Co	63,127	71,964	830	711	1,830 96	1,862 75
84	Wabash Railway Co. (in Canada)	563,403	35,588,586	711,588	12,116	709,466 44	752,989 12
85	Wellington Colliery Co	6,327	63,270	.....	12,900	2,940 00	3,180 00
86	Wellington Colliery Co. (Ladysmith Extension)	.....	.....	.....	12,444	.....	.....
87	York and Carleton	1,700	40,000	.....	7,908	1,119 60	1,292 60
	Total	34,044,992	2,081,960,864	31,950,349	6,210,807	39,992,503 11	46,854,158 97

TABLE 10.—SUMMARY of Passengers and Tons Carried, Earnings, Expenses, Train Mileage and Mileage Operated for the Year ending June 30, 1908.

Number.	Name of Railway.	Tons Carried.	Tons Carried One Mile.	Mileage of Revenue Mixed Trains.	Mileage of Revenue Freight Trains.	Total Freight Revenue.	Total Freight Earnings.	Total Revenue Train Mileage.	Total Gross Earnings.	Total Operating Expenses.	Mileage Operated on June 30.
		Number.	Number.	Miles.	Miles.	$ cts.	$ cts.	Miles.	$ cts.	$ cts.	Miles.
1	Alberta R'y. and Irrigation Co.	96,183	4,356,277	62,685	8,267	134,622 97	134,622 97	70,952	204,094 07	178,066 20	111·82
2	AlgomaCentral and HudsonBay	367,069	8,971,969	49,598	.....	137,717 17	137,717 17	49,598	360,722 27	253,146 71	89·64
3	Atlantic and Lake Superior....	32,241	2,418,075	51,300	25,200	43,949 72	43,949 72	88,900	73,319 74	73,507 33	100·00
4	Atlantic, Quebec and Western.	6,925	138,500	11,654	.....	5,114 57	5,114 57	11,654	8,813 07	22,182 54	20·00
5	Bay of Quinte.....	268,549	11,625,757	218,870	....	182,489 87	182,489 87	218,870	233,822 44	160,788 15	89·37
6	Bedlington and Nelson.....	2,055	13,664	2,170	.....	553 71	553 71	2,170	807 11	14,968 75	23·97
7	Beersville Coal and R'y. Co., (now North Shore)	11,082	88,656	4,064	4,800	4,432 78	4,432 78	13,664	5,080 88	4,791 22	8·63
8	Bessemer and Barry's Bay.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	5·00
9	Brandon, Sask. and HudsonBay	41,393	1,850,599	1,750	21,586	19,491 57	19,533 05	64,358	28,976 39	102,915 32	69·45
10	British Yukon...	32,152	2,886,285	55,980	1,530	237,089 11	237,089 11	57,780	316,514 84	143,848 88	90·32
11	Brockville, Westport and North western	24,395	731,850	27,900	270	30,183 15	30,183 15	57,170	63,537 73	30,161 38	45·00
12	Buctouche and Moncton.	26,621	532,420	20,608	.....	16,739 14	16,739 14	20,608	27,259 50	23,125 55	32·00
13	Canada Coal and Railway Co..	86,753	778,341	17,016	2,360	27,937 59	27,937 59	19,460	36,640 01	23,843 97	12·00
14	Canadian Southern	5,932,347	1,003,339,086	150,804	2,031,824	5,496,012 50	5,496,012 50	3,713,862	7,884,165 26	5,486,128 34	382·19
15	Canadian Gov't, (Intercolonial)	4,008,541	1,005,670,287	531,110	3,964,861	5,820,857 34	5,820,857 34	7,217,272	8,935,934 14	9,349,072 78	1,451·22
16	Canadian Gov't, (P. E. Island).	98,590	3,651,303	330,107	.. ..	142,411 79	142,411 79	330,107	312,983 40	408,460 31	267·50
17	Canadian Northern.....	2,615,580	875,287,887	375,828	2,511,004	6,823,528 42	6,824,782 98	4,409,974	9,709,462 71	6,527,768 73	2,851·20
18	Canadian Northern, Ontario. .	92,098	7,057,181	....	57,262	115,644 34	116,117 07	232,774	245,601 74	245,197 82	146·80
19	Canadian Northern, Quebec....	457,110	35,516,533	68,688	233,317	448,743 16	448,860 78	537,667	680,201 03	709,411 11	266·80
20	Canadian Pacific.....	14,232,306	5,848,799,811	1,656,602	17,364,627	43,377,728 06	43,733,429 25	32,131,991	70,389,165 32	47,980,269 05	9,155·80
21	Cape Breton.....	2,925	59,778	19,492	.....	2,510 38	2,510 38	19,492	7,997 91	17,126 21	31·00
22	Caraquet.	24,178	1,644,105	40,150	.....	36,030 27	36,030 27	40,150	51,419 57	52,672 85	84·78
23	Carillon and Grenville.....	78	....	2,756	.....	119 84	119 84	2,756	2,561 59	5,423 86	13·00
24	Central Ontario.....	234,091	10,804,293	127,160	39,718	170,760 00	170,760 00	191,378	269,422 06	153,927 53	149·73
25	Crow's Nest Southern.....	228,526	11,746,496	....	35,990	157,653 54	157,898 13	68,833	186,731 94	137,950 33	74·18
26	Cumberland R'y. and Coal Co..	333,409	5,165,527	35,477	.....	77,480 92	77,480 92	45,260	95,732 67	45,875 15	32·00
27	Dominion Atlantic.....	355,970	15,662,680	180,315	65,748	407,366 51	409,033 38	555,284	801,288 21	510,127 07	278·38
28	Elgin and Havelock.....	15,905	176,400	17,928	....	8,445 57	8,445 57	17,928	12,410 49	10,870 14	28·00
29	Grand Trunk.....	12,473,223	2,776,428,062	472,867	9,678,573	19,011,649 93	19,011,649 93	18,194,935	30,280,701 76	21,000,569 09	3,108·44
30	Grand Trunk (Canada Atlantic)	2,078,735	248,560,959	129,411	942,987	1,445,066 39	1,445,066 39	1,657,975	2,035,417 26	1,968,652 58	456·26
31	Halifax and South-western	182,061	8,815,189	217,995	28,557	173,215 62	173,565 57	366,317	387,185 06	384,981 15	369·81
32	Hampton and St. Martins.....	11,427	3,012,969	16,700	.....	7,265 67	7,265 67	16,700	11,751 25	6,946 33	30·00

33	Hereford	186,693	5,104,064	25,331	26,024	54,613 26	56,156 26	85,197	74,182 83	100,856 90	52·85
34	Inverness R'y. and Coal Co.	322,475	17,452,422	41,831	84,463	187,121 96	187,410 18	126,294	210,112 94	111,565 96	65·50
35	Irondale, Bancroft and Ottawa	25,668	797,634	31,400	.....	18,000 80	18,000 80	31,100	25,177 96	28,597 44	48·00
36	Kaslo and Slocan	9,283	204,047	17,150	.....	9,871 42	9,915 50	17,150	17,689 41	50,196 15	31·73
37	Kent Northern	10,000	240,000	14,580	.....	10,698 72	10,698 72	14,580	18,916 66	10,725 00	27·00
38	Kettle River Valley	27,550	110,200	2,504	.....	2,714 50	2,714 50	2,504	2,990 35	3,553 30	3·86
39	Kingston and Pembroke	122,136	6,265,576	109,629	9,841	139,142 07	139,142 07	197,759	217,423 23	174,361 50	109·80
40	Klondyke Mines	6,502	92,848	28,817	.....	35,281 23	35,281 23	28,817	46,990 98	92,332 14	31·81
41	Liverpool and Milton	20,153	100,765	8,100	.....	8,539 53	8,539 53	8,100	9,379 53	5,828 96	5·53
42	London and Port Stanley	465,416	7,734,198	19,789	44,850	66,102 42	66,102 42	124,930	124,054 45	143,658 04	23·66
43	Lotbinière and Mégantic	50,916	780,844	18,780	.....	26,391 39	26,391 39	18,780	31,567 39	26,390 93	30·00
44	Manitoulin and North Shore	250,541	2,393,567	12,887	.....	43,297 18	43,297 18	12,887	46,653 78	34,653 09	13·69
45	Massawippi Valley	514,918	14,981,324	3,967	87,317	122,757 10	122,757 10	168,459	198,687 70	177,685 10	35·46
46	Midland Ry. of Manitoba	50,170	2,674,422	29,529	1,199	25,268 23	25,289 13	31,718	33,748 48	91,457 19	92·26
47	Montreal and Atlantic	922,894	47,602,786	161,269	260,254	537,648 29	537,648 29	558,375	757,412 02	720,208 15	163·40
48	Montreal and Province Line	78,668	1,848,876	28,861	23,974	39,768 80	39,768 80	94,763	90,075 92	71,319 42	58·60
49	Montreal and Vermont Junc.	747,118	19,538,193	24	34,726	107,664 62	107,664 62	102,557	167,494 04	90,147 90	23·60
50	Morrisey, Fernie and Michel	588,453	7,237,971	15,399	3,849	91,959 75	91,959 75	19,248	106,522 72	80,876 81	10·85
51	Napierville Junction Ry.	56,029	1,438,557	16,794	1,215	15,100 42	15,100 42	18,009	19,681 10	32,847 60	27·11
52	Nelson and Fort Sheppard	38,524	1,266,171	8,776	11,333	58,332 57	58,645 00	62,188	95,824 45	124,766 68	60·12
53	New Brunswick Coal & Ry. Co.	54,860	2,584,245	60,379	.....	33,645 67	33,645 67	60,379	54,030 71	56,096 96	58·00
54	New Brunswick & P. E. Island	39,862	502,314	25,120	17,280	18,880 29	18,880 29	46,850	29,260 60	23,572 61	36·00
55	New Brunswick Southern	27,389	771,875	52,845	14,077	25,668 79	25,684 75	66,922	45,264 42	47,750 37	82·35
56	New Westminster Southern	86,673	1,507,669	5,301	15,187	32,399 76	32,633 28	74,318	124,073 82	91,811 74	24·10
57	Nosbonsing and Nipissing	14,329	78,810	.....	7,165	24,564 96	24,564 96	7,165	24,564 96	24,564 96	5·50
58	Nova Scotia Steel and Coal Co.	6,208	70,160	15,700	.....	2,856 24	2,856 24	15,700	5,033 69	11,841 90	12·50
59	Orford Mountain	27,370	410,550	11,932	1,350	19,353 49	19,353 49	49,434	27 608 23	38,468 27	55·10
60	Ottawa and New York	95,414	3,089,663	.....	37,696	46,467 58	48,481 24	114,658	118,062 86	124,679 04	56·90
61	Père Marquette (in Canada)	1,849,276	339,309,377	6,974	818,686	1,806,664 32	1,806,664 32	1,100,204	2,008,952 49	1,712,949 76	198·81
62	Phillipsburg Ry. and Quarry Co.	5,844	35,064	.....	2,400	1,639 55	1,639 55	2,400	1,639 55	6,239 25	6·00
63	Princeton Branch of Washington Co. (U.S.)	135,925	693,218	6,431	438	16,139 41	16,139 41	10,503	25,086 16	11,764 70	5·10
64	Quebec Central	749,675	54,598,657	214,808	229,149	755,537 00	755,537 00	661,020	1,110,724 38	787,293 15	222·00
65	Quebec and Lake St. John	345,458	27,639,422	28,756	168,333	406,100 43	406,100 43	438,459	656,514 88	489,308 81	246·50
66	Quebec Ry. Light & Power Co.	111,001	1,041,298	.....	21,150	44,046 47	44,046 47	304,167	202,345 54	149,478 32	26·00
67	Quebec, Montreal and Southern	474,141	17,281,707	39,063	66,013	176,128 98	176,128 98	201,398	317,519 51	293,898 76	143·75
68	Red Mountain	115,381	1,055,337	7,288	8,710	26,140 28	26,270 22	16,008	34,329 14	33,924 41	9·59
69	Rutland and Noyan	336,180	1,139,650	.....	2,805	11,693 78	11,693 78	7,416	19,144 70	10,359 54	3·39
70	Salisbury and Harvey	39,250	1,177,500	18,000	.....	20,800 84	20,800 84	18,000	32,787 12	47,788 16	50·00
71	Schomberg and Aurora	3,120	35,162	.....	3,840	4,628 49	4,628 49	22,070	8,937 72	13,722 62	14·40
72	Stanstead, Shefford & Chambly	764,524	2,661,603	19,147	25,766	43,311 55	43,311 55	90,166	75,696 79	75,944 23	43·00
73	St. Clair Tunnel	.....	.....	.....	.....	239,377 50	239,377 50	.....	304,824 17	140,492 41	2·25
74	St. Lawrence and Adirondack	661,248	22,147,024	.....	94,179	234,971 49	235,421 61	228,537	413,357 56	268,461 10	46·12
75	Sydney and Louisburg (Dom. Coal Co.)	3,559,392	60,077,815	.....	92,560	398,493 28	398,493 28	126,012	418,692 08	405,888 28	54·30
76	Temiscouata	148,569	5,833,821	70,152	18,813	141,475 95	141,475 95	162,120	210,779 07	152,922 67	113·00
77	Temiskaming and Northern Ontario	434,930	28,800,119	4,930	201,738	415,582 02	415,582 02	445,937	805,320 38	710,198 71	209·40
78	Thousand Islands	30,171	181,026	39,640	.....	20,175 44	20,175 44	39,640	34,073 60	28,941 17	6·33
79	Toronto, Hamilton & Buffalo	1,181,723	45,502,943	.....	164,328	544,217 38	549,190 56	441,076	855,090 47	668,345 73	80·67

TABLE. 10.—SUMMARY of Passengers and Tons Carried, Earnings, Expenses, Train Mileage and Mileage Operated for the Year ending June 30, 1908.—*Concluded.*

Number.	Name of Railway.	Tons Carried.	Tons Carried One Mile.	Mileage of Revenue Mixed Trains.	Mileage of Revenue Freight Trains.	Total Freight Revenue.	Total Freight Earnings.	Total Revenue Train Mileage.	Total Gross Earnings.	Total Operating Expenses.	Average Mileage Operated during Year.
		Number.	Number.	Miles.	Miles.	$ cts.	$ cts.	Miles.	$ cts.	$ cts.	Miles.
80	Vancouver, Victoria & Eastern	872,122	19,051,018	35,711	62,995	284,931 00	287,196 20	162,747	376,784 67	333,677 88	126·20
81	Vancouver, Westminster and Yukon										
82	Victoria and Sydney, B.C.	29,724	439,072	10,146		20,820 70	20,856 46	21,983	40,635 95	35,650 81	16·26
83	Victoria Terminal & Ferry Co.	29,724	33,885	711		1,756 31	1,756 31	1,541	14,617 00	22,410 61	1·14
84	Wabash Ry. Co. in Canada	1,200,915	282,402,384	12,116	794,186	1,700,537 33	1,705,069 43	1,517,890	2,458,058 55	2,178,729 98	
85	Wellington Colliery Co.	280,510	2,805,100	12,900		3,503 45	34,662 99	12,900	57,842 99	37,302 99	10·75
86	Wellington Colliery Co. (Ladysmith Extension)	483,347	4,804,469	12,444		57,709 67	57,709 67	12,444	57,709 67	57,709 67	9·94
87	York and Carleton	10,288	95,164	7,908		3,350 19	3,350 19	7,908	4,642 79	4,238 25	10·50
	Total.	63,071,167	12,961,512,519	6,210,807	40,476,370	93,746,655 45	94,154,522 05	78,637,526	146,918,313 61	107,304,142 51	

TABLE 11.—SUMMARY of Train Mileage for the Year ending June 30, 1908.

Number.	Name of Railway.	Mileage of Revenue Passenger Trains.	Mileage of Locomotives helping Passenger Trains.	Percentage of helping to Revenue Train Mileage.	Mileage of Revenue Mixed Trains.	Mileage of Revenue Freight Trains.	Mileage of Locomotives helping Mixed and Freight Trains.	Percentage of helping to Revenue Train Mileage.	Total Revenue Train Mileage.	Mileage of non-Revenue Trains.
		Miles.	Miles.	p.c.	Miles.	Miles.	Miles.	p.c.	Miles.	Miles.
1	Albert Railway and Irrigation Co.				62,685	8,267			70,952	5,011
2	Algoma Central and Hudson Bay				49,598				49,598	
3	Atlantic and Lake Superior	12,400			51,300	25,200			88,900	
4	Atlantic Quebec and Western				11,654				11,654	
5	Bay of Quinte				218,870				218,870	619
6	Bedlington and Nelson				2,170				2,170	243
7	Beersville Coal and Railway Co. (now North Shore)	4,800			4,064	4,800			13,664	160
8	Bessemer and Barry's Bay									
9	Brandon, Saskatchewan and Hudson Bay	41,022			1,750	21,586			64,358	7,506
10	British Yukon	270			55,980	1,530	3,865	6·69	57,780	9,187
11	Brockville, Westport and Northwestern	29,000			27,900	270			57,170	1,510
12	Buctouche and Moncton				20,608				20,608	
13	Canada Coals and Railway Co	84			17,016	2,360			19,460	9,220
14	Canada Southern	1,531,234			150,804	2,031,824			3,713,862	78,533
	Canadian Govt. Railways—									
15	Intercolonial	2,721,301	52,561	1·93	531,110	3,964,861	321,693	8·11	7,217,272	441,123
16	Prince Edward Island				330,107				330,107	27,693
17	Canadian Northern	1,523,142	142	·09	375,828	2,511,004	3,887	1·43	4,409,974	298,825
18	Canadian Northern, Ontario	175,512				57,262			232,774	30,845
19	Canadian Northern, Quebec	235,662			68,688	233,317			537,667	24,906
20	Canadian Pacific	13,110,762	183,178	1·24	1,656,602	17,364,627	484,791	2·55	32,131,991	1,888,194
21	Cape Breton				19,492				19,492	
22	Caraquet				40,150				40,150	6,294
23	Carillon and Grenville				2,750				2,756	
24	Central Ontario	24,500			127,160	39,718			191,378	
25	Crow's Nest Southern	32,843				35,990	142	·39	68,833	9,805
26	Cumberland Railway and Coal Co	9,783			35,477				45,260	
27	Dominion Atlantic	309,231	4,988	·90	180,315	65,748	4,900	·90	555,284	8,215
28	Elgin and Havelock				17,928				17,928	
29	Grand Trunk	8,043,495	126,265	1·57	472,867	9,678,573	590,378	5·82	18,194,935	828,817
30	Grand Trunk (Canada Atlantic)	585,577	726	·12	129,411	942,987	16,435	1·53	1,657,975	179,585
31	Halifax and Southwestern	119,765			217,995	28,557			366,317	15,185
32	Hampton and St. Martins				16,700				16,700	
33	Hereford	33,839	277	·82	25,334	26,024	3,945	15·16	85,197	784
34	Inverness Railway and Coal Co				41,831	84,463			126,294	6,155

TABLE 11.—SUMMARY of Train Mileage for the Year ending June 30, 1908.—*Concluded.*

Number.	Name of Railway.	Mileage of Revenue Passenger Trains.	Mileage of Locomotives helping Passenger Trains.	Percentage of helping to Revenue Train Mileage.	Mileage of Revenue Mixed Trains.	Mileage of Revenue Freight Trains.	Mileage of Locomotives helping Mixed and Freight Trains.	Percentage of helping to Revenue Train Mileage.	Total Revenue Train Mileage.	Mileage of non-Revenue Trains.
		Miles.	Miles.	p.c.	Miles.	Miles.	Miles.	p.c.	Miles.	Miles.
35	Irondale, Bancroft and Ottawa				31,400				31,400	
36	Kaslo and Slocan				17,150				17,150	
37	Kent Northern				14,580				14,580	
38	Kettle River Valley				2,504				2,504	
39	Kingston and Pembroke	78,289			109,629	9,841			197,759	
40	Klondyke Mines				28,817				28,817	
41	Liverpool and Milton				8,100				8,100	
42	Lotbinière and Megantic				18,780				18,780	
43	London and Port Stanley	60,291			19,789	44,850			124,930	1,328
44	Manitoulin and North Shore				12,887				12,887	186
45	Massawippi Valley	77,175	89	11	3,967	87,317	7,118	7·79	168,459	2,028
46	Midland Railway Co. of Manitoba	990			29,529	1,199	1,199		31,718	3,684
47	Montreal and Atlantic	136,852	1,060	·78	161,269	260,254	4,600	1·09	558,375	8,503
48	Montreal and Provincial Line	41,928			28,861	23,974			94,763	5,081
49	Montreal and Vermont Junction	67,807			24	34,726			102,557	1,933
50	Morrissey, Fernie and Michel				15,399	3,849			19,248	
51	Napierville Junction Railway				16,794	1,215			18,009	11,754
52	Nelson and Fort Sheppard	42,079			8,776	11,333			62,188	6,985
53	New Brunswick Coal and Railway Co.				60,379				60,379	
54	New Brunswick and Prince Edward Island	4,450			25,120	17,280			46,850	
55	New Brunswick Southern				52,845	14,077			66,922	7,085
56	New Westminster Southern	53,830			5,301	15,187	41		74,318	889
57	Nosbonsing and Nipissing					7,165			7,165	
58	Nova Scotia Steel and Coal Co				15,700				15,700	
59	Oxford Mountain	36,152			11,932	1,350			49,434	900
60	Ottawa and New York	76,962				37,696			114,658	11,488
61	Pere Marquette Railway	274,544			6,974	818,686			1,100,204	7,016
62	Phillipsburg Railway and Quarry Co.					2,400			2,400	
63	Princeton Branch of Washington Co. Ry., U. S. A.	3,634			6,431	438			10,503	291
64	Quebec Central	217,063			214,808	229,149			661,020	184,235
65	Quebec and Lake St. John	241,370			28,756	168,333			438,459	
66	Quebec Railway, Light and Power Co	283,017				21,150			304,167	
67	Quebec, Montreal and Southern	96,322	1,952		39,063	66,013	1,234		201,398	17,174
68	Red Mountain	10	9	90·00	7,288	8,710	1,178	7·36	16,008	171
69	Rutland and Noyan	4,611				2,805			7,416	338

70	Salisbury and Harvey				18,000				18,000	
71	Schomberg and Aurora	18,230				3,840			22,070	
72	Stanstead, Shefford and Chambly	45,253			19,147	25,766			90,166	25,868
73	St. Clair Tunnel									
74	St. Lawrence and Adirondack	134,358				94,179			228,537	3,734
75	Sydney and Louisburg (Dominion Coal Co.)	33,452				92,560			126,012	
76	Temiscouata	73,155			70,152	18,813			162,120	10,083
77	Temiskaming and Northern Ontario	239,259			4,930	201,738			445,937	
78	Thousand Islands				39,640				39,640	
79	Toronto, Hamilton and Buffalo	276,748				164,328			441,076	20,853
80	Vancouver, Victoria and Eastern	64,041	15		35,711	62,995	11,109	11 25	162,747	42,670
81	Vancouver, Westminster and Yukon									
82	Victoria and Sydney, B.C	11,837			10,146				21,983	
83	Victoria Terminal Railway and Ferry Co	830			711				1,541	
84	Wabash Railroad Co. in Canada	711,588			12,116	794,186			1,517,890	22,472
85	Wellington Colliery Co				12,900				12,900	
86	Wellington Colliery Co. (Ladysmith Ext.)				12,444				12,444	
87	York and Carleton				7,908				7,908	
	Totals	31,950,349	371,262		6,210,807	40,476,370	1,456,515		78,637,526	4,305,164

TABLE 12.—SUMMARY of Freight Traffic

Number.	Name of Railway.	PRODUCTS OF GRAIN. Tonnage Originating on Road.	Tonnage Received from Connecting Roads and Other Carriers.	Total Freight Tonnage.	PRODUCTS OF FLOUR. Tonnage Originating on Road.	Tonnage Received from Connecting Roads and Other Carriers.	Total Freight Tonnage.
1	Alberta Railway and Irrigation Co	25,220	23	25,243	2,233		2,233
2	Algoma Central and Hudson Bay	1,156	40	1,196	266	48	314
3	Atlantic and Lake Superior	93		93	2,083		2,083
4	Bay of Quinté	6,313		6,313	4,449		4,449
5	Bellington and Nelson	10		10			
6	Beersville Coal and Railway Co. (now North Shore)						
7	Bessemer and Barry's Bay						
8	Brandon, Saskatchewan and Hudson Bay	26,062		26,062	74		74
9	British Yukon	15	2,741	2,756	14	882	896
10	Brockville, Westport and Northwestern	152	3,500	3,652	917	800	1,717
11	Buctouche and Moncton						
12	Canada Coal and Railway Co. (now Maritime Coal Railway and Power Co	96	120	216	21	67	88
13	Canada Southern	23,277	699,835	723,112	19,562	195,493	215,055
	Canadian Government Railways:—						
14	Intercolonial	44,294	55,528	99,822	33,372	117,539	150,911
15	Prince Edward Island	18,303	120	18,423	3,648	921	4,569
16	Canadian Northern	645,055		645,055	36,337		36,337
17	Canadian Northern, Ontario	4,782		4,782	1,100		1,100
18	Canadian Northern, Quebec	225	4,268	4,493		13,177	13,177
19	Canadian Pacific	2,003,586	45,203	2,048,789	418,513	81,471	499,984
20	Cape Breton				24	281	305
21	Caraquet	110	50	160	25	1,275	1,300
22	Carillon and Grenville						
23	Central Ontario	5,527	5,633	11,160	222	2,289	2,511
24	Crow's Nest Southern	166	182	348	16	104	120
25	Cumberland Railway and Coal Co		809	809		9,240	9,240
26	Dominion Atlantic	2,833	2,698	5,531	12,366	8,779	21,145
27	Elgin and Havelock	20	800	820	27	700	727
28	Grand Trunk	243,825	293,909	537,734	212,379	64,314	276,693
29	Grand Trunk (Canada Atlantic)	7,542	371,983	379,525	9,975	42,209	52,184
30	Halifax and Southwestern	305	1,040	1,345	2,152	3,278	5,430
31	Hampton and St. Martins		95	95		260	260
32	Hereford	188	2,510	2,698	133	826	959
33	Inverness Railway and Coal Co	59	169	228	145	2,321	2,466
34	Irondale, Bancroft and Ottawa		90	90		322	322
35	Kaslo and Slocan		25	25	188		188
36	Kent Northern						
37	Kettle River Valley	60		60		75	75
38	Kingston and Pembroke	7,362	4,417	11,779	2,112	2,072	4,184
39	Klondyke Mines						
40	Liverpool and Milton						
41	Lotbinière and Megantic	119	182	301	190	581	771
42	London and Port Stanley	7,500	15,678	23,178	1,510	3,423	4,933
43	Manitoulin & North Shore	65		65	34		34
44	Massawippi Valley	464	13,348	13,812	344	2,135	2,479
45	Midland Ry. Co. of Manitoba	16,155	2,002	18,157	220	42	262
46	Montreal & Atlantic	2,523	103,829	106,352	1,451	114,968	116,419
47	Montreal & Province Line	146	1,142	1,288	90	1,641	1,731
48	Montreal & Vermont Junction	97	116,142	116,239		19,467	19,467
49	Morrissey, Fernie & Michel						
50	Maganetawan River		447	447		243	243
51	Napierville Junction Ry	610	134	744			
52	Nelson & Fort Sheppard	179	123	302	87	209	296

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Movement for the Year ending June 30, 1908.

AGRICULTURE.

Other Mill Products.			Hay.			Tobacco.			
Tonnage Originating on Road.	Tonnage Received from Connecting Roads and Other Carriers.	Total Freight Tonnage.	Tonnage Originating on Road.	Tonnage Received from Connecting Roads and Other Carriers.	Total Freight Tonnage.	Tonnage Originating on Road.	Tonnage Received from Connecting Roads and Other Carriers.	Total Freight Tonnage.	Number.
2,656		2,656	410		410	2	3	5	1
119		119	1,418	52	1,470				2
									3
352		352	2,481		2,481				4
			11	10	21				5
									6
			50		50				7
									8
20	35	55	64		64				9
4	261	265	27	2,047	2,074				10
750	1,150	1,900	250	1,100	1,350	9	12	21	11
139	83	222	350	12	362		4	4	12
7,137	191,996	199,133	7,519	49,915	57,434	130	6,696	6,826	13
20,553	18,179	38,732	29,617	2,118	31,735				14
714	105	819	1,745	24	1,769	132	17	149	15
9,954		9,954	21,468		21,468				16
1,072		1,072	1,878		1,878				17
			8,200	1,020	9,220	801	61	862	18
219,497	19,208	238,705	202,018	14,848	216,866	6,405	1,188	7,593	19
				16	16				20
10	90	100	250	150	400		25	25	21
									22
43	1,272	1,315	678	5,108	5,786		93	93	23
	20	20	123	922	1,045				24
	962	962		1,250	1,250				25
			5,448	113	5,561	22	18	40	26
17	800	817	40	4	44		3	3	27
71,864	30,995	102,859	71,232	9,870	81,102	929	3,135	4,064	28
6,936	57	6,993	11,445	1,172	12,617	118		118	29
1,644	4,045	5,689	842	1,364	2,206				30
				140	140				31
92	98	190	371		371		4	4	32
648	39	687	13	275	288		11	11	33
	464	464		138	138				34
				25	25				35
									36
			106		106				37
723	1,117	1,840	1,038	2,101	3,139	46	33	79	38
									39
									40
	14	14	300	34	334	6	4	10	41
1,460	3,660	5,120	3,600	5,150	8,750	48	231	279	42
19		19	114		114				43
765	3,989	4,754	375	736	1,111		28	28	44
306	77	383							45
3,799	38,855	42,654	16,995	607	17,602	10	1,034	1,044	46
94	472	566	4,670	1,240	5,910				47
	51,416	51,416	4,172	20,432	24,604				48
									49
				243	243				50
			1,208		1,208				51
38	69	107	41	1,316	1,357				52

TABLE 12.—SUMMARY of Freight Traffic

Number.	NAME OF RAILWAY.	PRODUCE OF					
		GRAIN.			FLOUR.		
		Tonnage Originating on Road.	Tonnage Received from Connecting Roads and Other Carriers.	Total Freight Tonnage.	Tonnage Originating on Road	Tonnage Received from Connecting Roads and Other Carriers.	Total Freight Tonnage.
53	New Brunswick Coal & Ry. Co		223	223		252	252
54	New Brunswick & P. E. Island		571	571		1,052	1,052
55	New Brunswick & Southern	260	83	343	191	20	211
56	New Westminster & Southern	129	3,026	3,155		423	423
57	Nosbonsing & Nipissing						
58	Nova Scotia Steel & Coal Co	4	199	203		88	88
59	Orford Mountain		1,038	1,038		1,745	1,745
60	Ottawa & New York	777	2,205	2,982	124	1,366	1,490
61	Pére Marquette Ry		92,094	92,094	7,256	12,346	19,602
62	Phillipsburg Ry. & Quarry Co						
63	Princeton Branch of Washington Co. Ry		652	652		121	121
64	Quebec Central	3,727		3,727	19,580		19,580
65	Quebec, Ry., Light & Power Co	4,586	677	5,263	730	118	848
66	Quebec & Lake St. John	3,452	7,265	10,717	2,150	3,200	5,350
67	Quebec, Montreal & Southern	2,736	4,524	7,260			
68	Red Mountain		39	39		13	13
69	Rutland & Noyan		99	99		123	123
70	Salisbury & Harvey	230	231	461	154	308	462
71	Schomberg & Aurora						
72	Stanstead, Shefford & Chambly	30	119,146	119,176	160	22,164	22,324
73	St. Clair Tunnel						
74	St. Lawrence & Adirondack	199	1,529	1,728	652	1,014	1,666
75	Sydney & Louisburg (Dom. Coal Co.)	110	1,220	1,330		1,690	1,690
76	Temiscouata	288	1,224	1,512	228	1,216	1,444
77	Temiskaming & Northern Ontario		7,053	7,053		3,105	3,105
78	Thousand Islands	456		456	681		681
79	Toronto, Hamilton & Buffalo	2,363	6,193	8,556	835	1,070	1,905
80	Vancouver, Westminster & Yukon						
81	Vancouver, Victoria & Eastern	1,758	1,579	3,337	20	813	833
82	Victoria & Sydney B.C		617	617		516	516
83	Victoria Terminal Ry. & Ferry Co	617		617	516		516
84	Wabash Railroad Co. (in Canada.)	154,099		154,099	21,120		21,120
85	Wellington Colliery Co		318	318		117	117
86	Wellington Colliery Co. (Ladysmith Extn.)						
87	York & Carleton						
	Final total	3,270,315	2,000,620	5,270,935	820,676	744,332	1,565,008

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Movement for the Year ending June 30, 1908—*Continued.*

AGRICULTURE.

Other Mill Products.			Hay.			Tobacco.			
Tonnage. Originating on Road.	Tonnage Received from Connecting Roads and Other Carriers.	Total Freight Tonnage.	Tonnage Originating on Road.	Tonnage Received from Connecting Roads and Other Carriers.	Total Freight Tonnage.	Tonnage Originating on Road.	Tonnage Received from Connecting Roads and Other Carriers.	Total Freight Tonnage.	Number.
				193	193				53
	767	767	2,076		2,076				54
447	19	466	182	25	207	5	1	6	55
20	1,381	1,401	192	2,311	2,503				56
									57
	84	84	10	23	33				58
									59
210	1,685	1,895	1,214	220	1,434		1	1	60
6,400	13,942	20,342	5,325	29,442	34,767	540	570	1,110	61
			160		160				63
				73	73				62
									64
8	14	22	439	165	604	9	1	10	65
			4,726	1,370	6,096				66
			10,904		10,904				67
	204	204		433	433				68
	130	130		504	504				69
			167		167				70
									71
162	57,960	58,122	1,672	27,460	29,132				72
									73
615	726	1,341	942	690	1,632		91	91	74
	68	68		2,700	2,700		1	1	75
40	20	60	768	4	772	4	16	20	76
	1,332	1,332		6,994	6,994				77
95		95	175		175				78
655	2,283	2,938	1,074	136	1,210	149	121	270	79
									80
125	1,317	1,442	2,780	848	3,628				81
									82
									83
24,952		24,952	12,208		12,208	468		468	84
	263	263							85
									86
			448	529	977				87
385,154	451,723	836,877	446,023	197,672	643,695	9,833	13,402	23,235	

TABLE 12—SUMMARY of Freight Traffic

Number.	Name of Railway.	PRODUCTS OF AGRICUL-					
		COTTON.			FRUIT AND VEGETABLES.		
		Tonnage Originating on Road.	Tonnage received from connecting Roads and other carriers.	Total Freight Tonnage.	Tonnage Originating on Road.	Tonnage received from connecting Roads and other carriers.	Total Freight Tonnage.
1	Alberta Railway and Irrigation Co	3	45	48	6,397	232	6,629
2	Algoma Central and Hudson Bay				440		440
3	Atlantic and Lake Superior						
4	Bay of Quinte				1,973		1,973
5	Bedlington and Nelson						
6	Beersville Coal and Rly Co. (now N.Shore)						
7	Bessemer and Barry's Bay						
8	Brandon, Saskatchewan and Hudson Bay					748	748
9	British Yukon				24	1,762	1,786
10	Brockville, Westport and North Western				65	175	240
11	Buctouche and Moncton					1,572	1,572
12	Canada Coal and Railway Co				3	79	82
13	Canada Southern		30,652	30,652	12,545	88,861	102,406
	Canadian Government Railways—						
14	Intercolonial	3,620	1,345	4,965	44,333	9,943	54,276
15	Prince Edward Island		15	15	3,108	108	3,216
16	Canadian Northern				21,458		21,458
17	Canadian Northern, Ontario				876		876
18	Canadian Northern, Quebec				87	1,125	1,212
19	Canadian Pacific	1,038	10,912	11,950	113,278	61,550	174,828
20	Cape Breton						
21	Caraquet					35	35
22	Carillon and Grenville						
23	Central Ontario				11,385	1,193	12,578
24	Crow's Nest Southern				29	251	280
25	Cumberland Railway and Coal Co						
26	Dominion Atlantic	1,169	465	1,634	71,279	174	71,453
27	Elgin and Havelock		4	4	90	5	95
28	Grand Trunk	2,214	1,749	3,963	180,378	53,266	233,644
29	Grand Trunk (Canada Atlantic)	1,196	60	1,256	871	422	1,293
30	Halifax and South Western				1,239	824	2,063
31	Hampton and St. Martins						
32	Hereford				104	14	118
33	Inverness Railway and Coal Co				24	84	108
34	Irondale, Bancroft and Ottawa					7	7
35	Kaslo and Slocan						
36	Kent Northern						
37	Kettle River Valley				50		50
38	Kingston and Pembroke	6	557	563	316	112	428
39	Klondyke Mines						
40	Liverpool and Milton						
41	Lotbinière and Megantic				48	9	57
42	London and Port Stanley		326	326	12,010	13,354	25,364
43	Manitoulin and North Shore				55		55
44	Massawippi Valley		92	92	160	235	395
45	Midland Railway Co. of Manitoba				50	106	156
46	Montreal and Atlantic		6,074	6,074	709	7,685	8,394
47	Montreal and Province Line						
48	Montreal and Vermont Junction						
49	Morrissey, Fernie and Michel						
50	Maganetawan River						
51	Napierville Junction Railway						
52	Nelson and Fort Sheppard				46	245	291
53	New Brunswick Coal and Railway Co						

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Movement for the Year ending June 30, 1908—*Continued.*

TURE.			PRODUCTS OF ANIMALS.						
OTHER PRODUCTS OF AGRICULTURE.			LIVE STOCK.			DRESSED MEATS.			
Tonnage Originating on Road.	Tonnage received from connecting Roads and other carriers.	Total Freight Tonnage.	Tonnage Originating on Road.	Tonnage received from connecting Roads and other carriers.	Total Freight Tonnage.	Tonnage Originating on Road.	Tonnage received from connecting Roads and other carriers.	Total Freight Tonnage.	Number.
			3,314	557	3,871	62	21	83	1
			932	11	943	238		238	2
			112		112				3
			4,073		4,073	116		116	4
									5
									6
									7
			208	80	288				8
			2	3,300	3,302	31	15	46	9
			3,132	40	3,172				10
									11
			76	16	92	2	25	27	12
7,874	78,394	86,268	26,250	315,656	341,906	1,147	170,141	171,288	13
			17,713	1,909	19,622	6,418	10,165	16,583	14
			2,582	8	2,590	1,996		1,996	15
			19,440		19,440	3,202		3,202	16
			1,666		1,666	110		110	17
			450	117	567				18
			299,678	35,839	335,517	19,419	100,109	119,528	19
			6	5	11				20
			75		75	10		10	21
			30		30				22
7,346	273	7,619	4,359	39	4,398				23
10	157	167	204	390	594		193	193	24
				15	15				25
			2,102	270	2,372	647	3	650	26
			80	3	83	100	2	102	27
			244,204	20,629	264,833	34,378	1,169	35,547	28
			9,081	3,531	12,612	615	79	694	29
			145	189	334				30
									31
95	5	100	451	4	455	13	16	29	32
			223	14	237	9	11	20	33
			127		127		25	25	34
						16		16	35
									36
						5		5	37
			1,786	123	1,909	18	103	121	38
									39
									40
			13	11	24	20	6	26	41
1,620	754	2,374	1,445	3,070	4,515		1,024	1,024	42
									43
			577	1,322	1,899	225	173	398	44
			50	10	60				45
			3,124	4,942	8,066	20	76,330	76,350	46
			742	127	869				47
			60	20,167	20,227				48
									49
									50
			153	2	155				51
	79	79	11	52	63		55	55	52
									53

TABLE 12.—SUMMARY of Freight Traffic

Number.	Name of Railway.	PRODUCTS OF					
		COTTON.			FRUIT AND VEGETABLES.		
		Tonnage Originating on Road.	Tonnage Received from Connecting Roads and Other Carriers.	Total Freight Tonnage.	Tonnage Originating on Road.	Tonnage Received from Connecting Roads and Other Carriers.	Total Freight Tonnage.
54	New Brunswick and P. E. Island				82	103	185
55	New Brunswick Southern				158	1	159
56	Nosbonsing and Nipissing						
57	New Westminster Southern					232	232
58	Nova Scotia Steel and Coal Co					3	3
59	Orford Mountain				14		14
60	Ottawa and New York	321	866	1,187	173	591	764
61	Père Marquette Railway		1,294	1,294	8,430	28,556	36,986
62	Phillipsburg Railway and Quarry Co						
63	Princeton Branch of Washington Co. Ry		538	538			
64	Quebec Central				1,138		1,138
65	Quebec and Lake St. John				1,580		1,580
66	Quebec Ry., Light and Power Co., Montmorency Div.	3	2,689	2,692	267		267
67	Quebec, Montreal and Southern						
68	Red Mountain					163	163
69	Rutland and Noyan					40	40
70	Salisbury and Harvey						
71	Schomberg and Aurora						
72	Stanstead, Shefford and Chambly						
73	St. Clair Tunnel						
74	St. Lawrence and Adirondack	6	751	757	186	2,720	2,906
75	Sydney and Louisburg (Dom. Coal Co)				37	308	345
76	Temiscouata				1,340	24	1,364
77	Temiskaming and Northern Ontario						
78	Thousand Islands				233		233
79	Toronto, Hamilton and Buffalo		188	188	6,247	1,908	8,155
80	Vancouver, Victoria and Eastern				181	214	395
81	Vancouver, Westminster and Yukon						
82	Victoria and Sydney, B.C.						
83	Victoria Terminal Ry. and Ferry Co						
84	Wabash Railroad Co. in Canada	2,005		2,005	20,172		20,172
85	Wellington Colliery Co					70	70
86	Wellington Colliery Co. (Ladysmith Exten.)						
87	York and Carleton						
	Total	11,581	58,622	70,203	524,668	279,109	803,777

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Movement for the Year ended June 30, 1908—*Continued.*

AGRICULTURE—*Concluded.*

Other Products of Agriculture.			Live Stock.			Dressed Meats.			Number.
Tonnage Originating on Road.	Tonnage Received from Connecting Roads and Other Carriers.	Total Freight Tonnage.	Tonnage Originating on Road.	Tonnage Received from Connecting Roads and Other Carriers.	Total Freight Tonnage.	Tonnage Originating on Road.	Tonnage Received from Connecting Roads and Other Carriers.	Total Freight Tonnage.	
			287		287	38		38	54
			39		39	22		22	55
									56
	592	592	50	525	575		85	85	57
			3		3	1	3	4	58
868		868	386		386				59
32	91	123	1,800	165	1,965	9	7	16	60
25,315	47,916	73,231	4,650	13,288	17,938		4,068	4,068	61
									62
				6	6				63
5,637		5,637	3,658		3,658				64
			1,318	452	1,770				65
112		112	298		298	40		40	66
			1,044	78	1,122				67
	30	30		91	91				68
				140	140				69
			138		138				70
									71
			182	14,260	14,442				72
									73
2	185	187	531	944	1,475	1	10	11	74
			56	106	162	59	3,902	3,961	75
			148	412	560	12	12	24	76
	169	169	250	2,176	2,426		2,209	2,209	77
			754		754	16		16	78
2,621	2,254	4,875	1,630	5,387	7,017	71	42	113	79
692	114	806	411	511	922	13	49	62	80
									81
									82
			340		340				83
			39,018		39,018	16,429		16,429	84
				116	116				85
									86
									87
52,224	131,013	183,237	705,667	451,105	1,156,772	85,528	370,052	455,580	

TABLE 12.—SUMMARY of Freight Traffic

Number.	Name of Railway.	PRODUCTS OF					
		OTHER PACKING-HOUSE PRODUCTS.			POULTRY, GAME AND FISH.		
		Tonnage Originating on Road.	Tonnage received from connecting Roads and other Carriers.	Total Freight Tonnage.	Tonnage Originating on Road.	Tonnage received from connecting Roads and other Carriers.	Total Freight Tonnage.
1	Alberta Railway and Irrigation Co	43	56	99	20	19	39
2	Algoma Central and Hudson Bay						
3	Atlantic and Lake Superior						
4	Bay of Quinté				134		134
5	Bedlington and Nelson						
6	Beersville Coal and Railway Co. (now North Shore)						
7	Bessemer and Barry's Bay						
8	Brandon, Saskatchewan and Hudson Bay				22		22
9	British Yukon	7	446	453	1	51	52
10	Brockville, Westport and Northwestern				98	14	112
11	Buctouche and Moncton						
12	Canada Coal and Railway Co		42	42	1	13	14
13	Canada Southern	9,488	90,305	99,793	1,334	27,780	29,114
14	Canadian Government Railways — Intercolonial				35,900	547	36,447
15	Prince Edward Island	1,558	15	1,573	3,793	66	3,859
16	Canadian Northern	3,759		3,759	2,509		2,509
17	Canadian Northern Ontario	170		170	147		147
18	Canadian Northern Quebec	3	1,042	1,045	2,140	2,396	4,536
19	Canadian Pacific	22,606	54,106	76,712	23,131	13,564	36,695
20	Cape Breton				52	1	53
21	Caraquet	22		22	2,510		2,510
22	Carillon and Grenville				3		3
23	Central Ontario	84		84	1		1
24	Crow's Nest Southern		15	15			
25	Cumberland Railway and Coal Co						
26	Dominion Atlantic	303	34	337	3,176	61	3,237
27	Elgin and Havelock		10	10		30	30
28	Grand Trunk	70,176	8,348	78,524	2,074	362	2,436
29	Grand Trunk (Canada Atlantic)	4,128	75	4,203	367	601	968
30	Halifax and Southwestern	50	74	124	2,223	29	2,252
31	Hampton and St. Martin's						
32	Hereford	51	26	77		3	3
33	Inverness Railway and Coal Co	20	6	26	175	62	237
34	Irondale, Bancroft and Ottawa		5	5	6		6
35	Kaslo and Slocan						
36	Kent Northern						
37	Kettle River Valley						
38	Kingston and Pembroke	1	59	60	8	358	366
39	Klondike Mines						
40	Liverpool and Milton						
41	Lotbinière and Megantic				14	4	18
42	London and Port Stanley		2,979	2,979	92	94	186
43	Manitoulin and North Shore						
44	Massawippi Valley	306	278	584	62	12	74
45	Midland Railway Co. of Manitoba						
46	Montreal and Atlantic	79	26,556	26,635	11	6,535	6,546
47	Montreal and Province Line						
48	Montreal and Vermont Junction		47,160	47,160	24	4,267	4,291
49	Morrissey, Fernie and Michel						
50	Maganetawan River						
51	Napierville Junction Railway						
52	Nelson and Fort Sheppard					5	5

Movement for the Year ending June 30, 1908.—*Continued.*

ANIMALS.

Wool.			Hides and Leather.			Other Products of Animals.			
Tonnage Originating on Road.	Tonnage received from connecting Roads and other Carriers.	Total Freight Tonnage.	Tonnage Originating on Road.	Tonnage received from connecting Roads and other Carriers.	Total Freight Tonnage.	Tonnage Originating on Road.	Tonnage received from connecting Roads and other Carriers.	Total Freight Tonnage.	Number.
46		46	46	1	47				1
									2
									3
			17		17				4
									5
									6
									7
						34	17	51	8
						15	692	707	9
8		8	200	10	210				10
									11
				1	1				12
246	9,939	10,185	1,452	19,194	20,646	6,202	67,754	73,956	13
492	131	623	4,174	965	5,139				14
18		18	315	4	319				15
			2,662		2,662				16
244		244							17
			83	104	187				18
2,659	3,778	6,437	20,529	16,417	36,946				19
4	1	5	11		11				20
			75		75				21
									22
123		123	379		379	226		226	23
							102	102	24
									25
43		43	230	14	244				26
10		10	20	3	23				27
2,165	4,948	7,113	15,223	4,940	20,163				28
90		90	341	20	361				29
			63	20	83				30
									31
5		5	34	14	48	88	7	95	32
14	7	21	72	1	73				33
			5		5	49		49	34
									35
									36
									37
			348	244	592				38
									39
									40
			18		18	64		64	41
20	119	139	114	1,422	1,536	142	975	1,117	42
									43
2	25	27	131	436	567				44
									45
33	3,100	3,133	1,940	11,701	13,641				46
40		40	162	641	803				47
	1,647	1,647	37	10,467	10,504				48
									49
									50
									51
							21	21	52

TABLE 12.—SUMMARY of Freight Traffic

Number.	Name of Railway.	PRODUCTS OF					
		OTHER PACKING-HOUSE PRODUCTS.			POULTRY, GAME AND FISH.		
		Tonnage Originating on Road.	Tonnage received from connecting Roads and other Carriers.	Total Freight Tonnage.	Tonnage Originating on Road.	Tonnage received from connecting Roads and other Carriers.	Total Freight Tonnage.
53	New Brunswick Coal and Railway Co						
54	New Brunswick and Prince Edward Island				796		796
55	New Brunswick Southern	30		30	248		248
56	New Westminster Southern		299	299		121	121
57	Nosbonsing and Nipissing						
58	Nova Scotia Steel and Coal Co					2	2
59	Orford Mountain						
60	Ottawa and New York	12	12	24	26	6	32
61	Père Marquette Railway		11,835	11,835	410	330	740
62	Philipsburg Railway and Quarry Co						
63	Princeton Branch of Washington Co. Ry						
64	Quebec Central						
65	Quebec and Lake St. John	1,180		1,180			
66	Quebec Railway, Light and Power Co	3		3	22	1	23
67	Quebec, Montreal and Southern						
68	Red Mountain						
69	Rutland and Moyner						
70	Salisbury and Harvey						
71	Schomberg and Aurora						
72	Stanstead, Shefford and Chambly		49,142	49,142	140	7,247	7,387
73	St. Clair Tunnel						
74	St. Lawrence and Adirondack	28	111	139		4,297	4,297
75	Sydney and Louisburg (Dominion Coal Co.)		610	610	29	3	32
76	Temiscouata	12	36	48	4	4	8
77	Temiskaming and Northern Ontario						
78	Thousand Islands						
79	Toronto, Hamilton and Buffalo	1,973	1,160	3,133		424	424
80	Vancouver, Victoria and Eastern	47	230	277		88	88
81	Vancouver, Westminster and Yukon						
82	Victoria and Sydney, B.C						
83	Victoria Terminal Railway and Ferry Co						
84	Wabash Railroad (in Canada)	33,351		33,351			
85	Wellington Colliery Co						
86	Wellington Colliery Co. (Ladysmith Extension)						
87	York and Carleton	220	59	279			
	Total	149,710	295,131	444,841	81,703	69,397	151,100

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Movements for the Year ended June 30, 1908—*Continued.*

ANIMALS—*Concluded.*

Wool.			Hides and Leather.			Other Products of Animals.			Number.
Tonnage Originating on Road.	Tonnage received from connecting Roads and other Carriers.	Total Freight Tonnage.	Tonnage Originating on Road.	Tonnage received from connecting Roads and other Carriers.	Total Freight Tonnage.	Tonnage Originating on Road.	Tonnage received from connecting Roads and other Carriers.	Total Freight Tonnage.	
									53
			60		60				54
1			7		7				55
	116	116	15	32	47		642	642	56
									57
1		1	3		3				58
			10		10				59
52		52	58	112	170	2,622	60	2,682	60
218	337	555	2,063	4,040	6,103	1,840	2,598	4,438	61
									62
									63
									64
									65
3		3	22		22	111		111	66
			227		227				67
									68
									69
									70
									71
	1,743	1,743	61	11,416	11,477				72
									73
	39	39	75	1,298	1,373	231	1,173	1,404	74
			1	3	4				75
4		4	8	20	28				76
									77
6		6							78
35	117	152	184	178	362	1,504	1,628	3,132	79
			59	12	71		610	610	80
									81
									82
									83
689		689	6,077		6,077				84
									85
									86
									87
7,271	26,047	33,318	57,611	83,730	141,341	13,128	76,279	89,407	

TABLE 12.—SUMMARY of Freight Traffic

Number.	NAME OF RAILWAY.	PRODUCTS					
		ANTHRACITE COAL.			BITUMINOUS COAL.		
		Tonnage Originating on Road.	Tonnage received from connecting Roads and other Carriers.	Total Freight Tonnage.	Tonnage Originating on Road.	Tonnage received from connecting Roads and other Carriers.	Total Freight Tonnage.
1	Alberta Railway and Irrigation Co.	13		13	27,794	1,891	29,685
2	Algoma Central and Hudson Bay	348		348	6,367		6,367
3	Atlantic and Lake Superior						
4	Bay of Quinté	3,056		3,056	65,144		65,144
5	Bedlington and Nelson						
6	Beersville Coal and Railway Co. (now North Shore)				6,556		6,556
7	Bessemer and Barry's Bay						
8	Brandon, Saskatchewan and Hudson Bay		5,189	5,189		1,079	1,079
9	British Yukon					91	91
10	Brockville, Westport and North-Western	725	203	928	110	250	360
11	Buctouche and Moncton					3,122	3,122
12	Canada Coal and Railway Co.				81,356		81,356
13	Canada Southern		1,001,079	1,001,079		336,607	336,607
	Canadian Government Railways—						
14	Intercolonial				1,173,507	8,614	1,182,121
15	Prince Edward Island	48		48	5,587	485	6,072
16	Canadian Northern	55,046		55,046	140,227		140,227
17	Canadian Northern Ontario				17,349		17,349
18	Canadian Northern Quebec		3,200	3,200		25,760	25,760
19	Canadian Pacific	135,629	588,423	724,052	677,630	506,000	1,183,630
20	Cape Breton				55	358	413
21	Curaquet		200	200		125	125
22	Carillon and Grenville						
23	Central Ontario	527	4,427	4,954	5,737	22,761	28,498
24	Crow's Nest Northern				31,578	29,805	61,383
25	Cumberland Railway and Coal Co.				292,921		292,921
26	Dominion Atlantic				3,898	35,006	38,904
27	Elgin and Havelock					40	40
28	Grand Trunk	93,871	967,272	1,061,143	426,231	1,338,197	1,764,428
29	Grand Trunk (Canada Atlantic)	125	164,472	164,597	149	343,581	343,730
30	Halifax and South Western					9,457	9,457
31	Hampton and St. Martins					346	346
32	Hereford		1	1		12	12
33	Inverness Railway and Coal Co.		77	77	306,507	54	306,561
34	Irondale Bancroft and Ottawa					1,497	1,497
35	Kaslo and Slocan						
36	Kent and Northern						
37	Kettle River Valley						
38	Kingston and Pembroke	343	168	511	22	80	102
39	Klondyke Mines						
40	Liverpool and Milton						
41	Lotbiniere and Megantic						
42	London and Port Stanley		26,529	26,529		113,143	113,143
43	Manitoulin and North Shore					578	578
44	Massawippi Valley		4,310	4,310		12,395	12,395
45	Midland Railway Co. of Manitoba		1,956	1,956		14,747	14,747
46	Montreal and Atlantic	141	4,959	5,100		4,918	4,918
47	Montreal and Provincial Line		370	370		16,419	16,419
48	Montreal and Vermont Junction		473	473		7,143	7,143
49	Morrissey, Fernie and Michel, B.C.				560,225		560,225
50	Maganetawan River		476	476			

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Movement for the Year ending June 30, 1908—*Continued.*

OF MINES.

Coke.			Ore.			Stone, Sand, and Other Like Articles.			
Tonnage Originating on Road.	Tonnage received from connecting Roads and other Carriers.	Total Freight Tonnage.	Tonnage Originating on Road.	Tonnage received from connecting Roads and other Carriers.	Total Freight Tonnage.	Tonnage Originating on Road.	Tonnage received from connecting Roads and other Carriers.	Total Freight Tonnage.	Number.
.....	7,149	7,149	.....	20	20	23	1,087	1,110	1
.....	.....	.....	213,744	.....	213,744	10,867	.....	10,867	2
.....	.....	.....	.....	.....	.....	.....	.....	.....	3
9,098	.....	9,098	1,554	.....	1,554	11,378	.....	11,378	4
.....	.....	.....	.....	.....	.....	.....	.....	.....	5
									6
.....	.....	.....	.....	.....	.....	.....	.....	.....	
.....	.....	.....	.....	.....	.....	.....	.....	.....	7
									8
.....	.....	.....	.....	.....	.....	50	336	386	
.....	.....	.....	2,378	.....	2,378	.....	.....	.....	9
									10
.....	.....	.....	.....	.....	.....	170	.....	170	
.....	.....	.....	.....	.....	.....	.....	3,094	3,094	11
.....	.....	.....	.....	.....	.....	184	266	450	12
.....	89,375	89,375	.....	20,984	20,984	141,622	123,146	264,768	13
.....	.....	.....	43,807	57	43,864	175,584	750	176,334	14
.....	.....	.....	.....	20	20	2,808	.....	2,808	15
2,044	.....	2,044	21,725	.....	21,725	85,129	.....	85,129	16
.....	.....	.....	.....	.....	.....	2,290	.....	2,290	17
.....	.....	.....	263	.....	263	8,540	1,734	10,274	18
185,915	73,553	259,468	993,661	47,927	1,041,588	727,989	104,458	832,447	19
.....	.....	.....	.....	.....	.....	1	.....	1	20
.....	.....	.....	.....	.....	.....	.....	1,115	1,115	21
.....	.....	.....	.....	.....	.....	.....	.....	.....	22
4	262	266	26,508	662	27,170	993	1,131	2,124	23
120,869	.....	120,869	.....	.....	.....	110	41	151	24
.....	.....	.....	.....	.....	.....	.....	.....	.....	25
.....	.....	.....	14,215	.....	14,215	23,809	1,754	25,563	26
.....	.....	.....	.....	.....	.....	.....	.....	.....	27
22,422	115,463	137,885	198,050	221,368	419,418	353,275	77,318	430,593	28
10	.....	10	1,070	38	1,108	8,215	288	8,503	29
.....	.....	.....	42	.....	42	119	.....	119	30
.....	1	1	.....	.....	.....	.....	.....	.....	31
.....	.....	.....	.....	.....	.....	70	68	138	32
.....	.....	.....	2,861	.....	2,861	162	.....	162	33
.....	.....	.....	.....	.....	.....	.....	.....	.....	34
.....	.....	.....	7,332	.....	7,332	.....	.....	.....	35
.....	.....	.....	.....	.....	.....	.....	.....	.....	36
.....	.....	.....	500	.....	500	40	.....	40	37
.....	.....	.....	20,121	.....	20,121	141	.....	141	38
.....	.....	.....	.....	.....	.....	.....	.....	.....	39
.....	.....	.....	.....	.....	.....	.....	.....	.....	40
.....	.....	.....	28	43	71	47	1	48	41
.....	1,489	1,489	.....	698	698	9,450	19,732	29,182	42
.....	.....	.....	230,391	.....	230,391	386	.....	386	43
17	4,482	4,499	23,505	25,181	48,686	13,964	50,036	64,000	44
.....	20	20	.....	.....	.....	144	310	454	45
39	1,021	1,060	167	3,850	4,017	1,489	24,515	26,004	46
.....	.....	.....	.....	.....	.....	3,110	460	3,570	47
.....	.....	.....	.....	973	973	413	60,142	60,555	48
.....	.....	.....	.....	.....	.....	.....	.....	.....	49
.....	.....	.....	.....	.....	.....	.....	.....	.....	50

TABLE 12.—SUMMARY of Freight Traffic

Number.	NAME OF RAILWAY.	PRODUCTS OF					
		ANTHRACITE COAL.			BITUMINOUS COAL.		
		Tonnage Originating on Road.	Tonnage received from connecting Roads and other Carriers.	Total Freight Tonnage.	Tonnage Originating on Road.	Tonnage received from connecting Roads and other Carriers.	Total Freight Tonnage.
51	Napierville Junction Ry					32,964	32,964
52	Nelson and Fort Sheppard					201	201
53	New Brunswick Coal and Ry. Co.				39,867		39,867
54	New Brunswick and P. E. Island					2,135	2,135
55	New Brunswick Southern	292	29	321			
56	New Westminster Southern				20	4,664	4,684
57	Nosbonsing and Nipissing						
58	Nova Scotia Steel and Coal Co					476	476
59	Orford Mountain						
60	Ottawa and New York		21,191	21,191		11,991	11,991
61	Pere Marquette Ry		105,409	105,409		449,559	449,559
62	Phillipsburg Ry. and Quarry Co		1,000	1,000		950	950
63	Princeton Br. of Washington Co. Ry.		16,583	16,583		6,896	6,896
64	Quebec Central						
65	Quebec and Lake St. John		1,256	1,256		12,744	12,744
66	Quebec Ry. Light and Power Co	610		610	11,665		11,665
67	Quebec, Montreal and Southern					81,257	81,257
68	Red Mountain					6,403	6,403
69	Rutland and Noyan		48	48		422	422
70	Salisbury and Harvey					2,767	2,767
71	Schomberg and Aurora						
72	Stanstead, Shefford and Chambly		643	643		17,912	17,912
73	St. Clair Tunnel						
74	St. Lawrence and Adirondack		161,547	161,547		226,989	226,989
75	Sydney & Louisburg (Dom. Coal Co.)				3,388,469		3,388,469
76	Temiscouata	32	228	260	16		16
77	Temiskaming and Northern Ontario		2,776	2,776		56,869	56,869
78	Thousand Islands	44		44	566		566
79	Toronto, Hamilton and Buffalo		327,167	327,167		220,457	220,437
80	Vancouver, Victoria and Eastern				177	657	834
81	Vancouver, Westminster and Yukon						
82	Victoria and Sydney, B.C.					26	26
83	Victoria Terminal Ry. and Ferry Co.				26		26
84	Wabash Railroad Co., in Canada	32,630		32,630	319,726		319,726
85	Wellington Colliery Co				276,875		276,875
86	" " (Ladysmith Ex.)				483,347		483,347
87	York and Carleton						
	Final total	323,480	3,411,661	3,735,141	8,349,704	3,970,880	12,320,584

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Movement for the Year ending June 30, 1908.—*Continued.*

MINES.

Coke.			Ores.			Stone, Sand and Other Like Articles.			Number.
Tonnage Originating on Road.	Tonnage received from connecting Roads and other Carriers.	Total Freight Tonnage.	Tonnage Originating on Road.	Tonnage received from connecting Roads and other Carriers.	Total Freight Tonnage.	Tonnage Originating on Road.	Tonnage received from connecting Roads and other Carriers.	Total Freight Tonnage.	
									51
			5,823	2,351	8,174				52
									53
						383		383	54
4		4				1,904	52	1,956	55
	1,099	1,099					52	52	56
									57
						302		302	58
						5		5	59
	233	233	17	15	32	931	1,074	2,005	60
	5,918	5,918		2,774	2,774	1,719	114,230	115,949	61
						3,444		3,444	62
							3,585	3,585	63
			6,432		6,432	94,378		94,378	64
						2,080		2,080	65
20		20	2		2	46,977	104	47,081	66
						11,909	21,719	33,628	67
	33	33	82,279	11,290	93,569		36	36	68
				2,046	2,046		7,512	7,512	69
			130		130	14,994		14,994	70
									71
						971	61,493	62,464	72
									73
	23,950	23,950		458	458	51	3,066	3,117	74
						12,008		12,008	75
						4	200	204	76
			25,652		25,652	9,494		9,494	77
						1,024		1,024	78
	87,836	87,836		1,509	1,509	7,697	15,871	23,568	79
22	9 ,906	90,928	662,747	20,522	683,269	36	2,452	2,488	80
									81
									82
									83
3,453		3,453	5,563		5,563	42,182		42,182	84
									85
									86
	55	55				40		40	87
343,917	501,845	845,762	2,590,567	362,786	2,953,353	1,835,105	703,228	2,538,333	

TABLE 12.—SUMMARY of Freight Traffic Movement

Number.	Name of Railway.	PRODUCTS OF MINES—*Con.*			PRODUCTS OF		
		OTHER PRODUCTS OF MINES.			LUMBER.		
		Tonnage Originating on Road.	Tonnage received from connecting Roads and other Carriers.	Total Freight Tonnage.	Tonnage Originating on Road.	Tonnage received from connecting Roads and other Carriers.	Total Freight Tonnage.
1	Alberta Railway and Irrigation Co.	80	38	118	2,072	4,604	6,676
2	Algoma Central and Hudson Bay				1,163	107	1,270
3	Atlantic and Lake Superior				6,255		6,255
4	Bay of Quinté				20,907		20,907
5	Bedlington and Nelson		777	777	1,200		1,200
6	Beersville Coal and Railway Co. (now North Shore)				3,540		3,540
7	Bessemer and Barry's Bay						
8	Brandon, Saskatchewan and Hudson Bay		56	56	96	1,201	1,297
9	British Yukon				112	2,159	2,271
10	Brockville, Westport and North Western				110	505	615
11	Buctouche and Moncton					15,021	15,021
12	Canada Coals and Railway Co.				1,184	918	2,102
13	Canada Southern	22,504	45,564	68,068	8,198	136,973	145,171
	Canadian Government Railways—						
14	Intercolonial				718,416	8,407	726,823
15	Prince Edward Island				13,109		13,109
16	Canadian Northern				852,099		852,099
17	Canadian Northern Ontario				36,979		36,979
18	Canadian Northern Quebec				125,370	120,085	245,455
19	Canadian Pacific				2,256,851	395,493	2,652,344
20	Cape Breton				62	98	160
21	Caraquet				1,200		1,200
22	Carillon and Grenville						
23	Central Ontario				24,121	9,451	33,572
24	Crow's Nest Southern				18,625	3,331	21,956
25	Cumberland Railway and Coal Co.				20,135		20,135
26	Dominion Atlantic				79,128	2,614	81,742
27	Elgin and Havelock				11,900	20	11,920
28	Grand Trunk	45,852	35,170	81,022	2,619,098	316,467	2,935,565
29	Grand Trunk (Canada Atlantic)	163	86	249	426,312	227,153	653,465
30	Halifax and Southwestern				62,848		62,848
31	Hampton and St. Martin's				10,025		10,025
32	Hereford		2	2	18,881	136	19,017
33	Inverness Railway and Coal Co				2,006	1,302	3,308
34	Irondale, Bancroft and Ottawa				4,952		4,952
35	Kaslo and Slocan				100	153	253
36	Kent Northern						
37	Kettle River Valley				10,781		10,781
38	Kingston and Pembroke				33,343	389	33,732
39	Klondyke Mines						
40	Liverpool and Milton						
41	Lotbiniére and Mégantic				17,263	222	17,485
42	London and Port Stanley		13,962	13,962	9,620	27,287	36,907
43	Manitoulin and North Shore				611		611
44	Massawippi Valley				10,734	91,155	101,889
45	Midland Railway Co., of Manitoba		30	30	125	2,092	2,217
46	Montreal and Atlantic				75,497	98,308	173,805
47	Montreal and Province Line				1,367	17,420	18,787
48	Montreal and Vermont Junction					42,180	42,180
49	Morrissey, Fernie and Michel						
50	Maganetawan River		40	40		10,452	10,452

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for the Year ending June 30, 1908—*Continued.*

FORESTS.			MANUFACTURES.						
Other Products of Forests.			Petroleum and Other Oils.			Sugar.			
Tonnage Originating on Road.	Tonnage received from connecting Roads and other Carriers.	Total Freight Tonnage.	Tonnage Originating on Road.	Tonnage received from connecting Roads and other Carriers.	Total Freight Tonnage.	Tonnage Originating on Road.	Tonnage received from connecting Roads and other Carriers.	Total Freight Tonnage.	Number.
			98	70	168	1,958		1,958	1
124,731		124,731	60		60	65	1	66	2
									3
20,973		20,973	577		577				4
									5
									6
									7
1,585	303	1,888		15	15				8
			1	55	56	2	263	265	9
			490	160	650	330	260	590	10
									11
				55	55		59	59	12
35,224	49,935	85,159	8,817	35,410	44,227	741	28,150	28,891	13
370,799	1,581	372,380	14,612	14,721	29,333	40,719	277	40,996	14
			620	130	750	854	104	958	15
			14,354		14,354	15,424		15,424	16
			461		461	381		381	17
30,785	922	31,707		1,315	1,315				18
			38,459	61,491	99,950	86,438	23,229	109,667	19
1,240		1,240	1	1	2				20
600		600		75	75		65	65	21
									22
44,296		44,296	140	509	649	2	482	484	23
3,082	4,827	7,909		120	120				24
									25
13,200		13,200	937	669	1,606	1,780	113	1,893	26
				45	45	6	60	66	27
			100,537	29,793	130,330	89,008	4,006	93,014	28
			532	247	779	665	39	704	29
71,171		71,171	380	196	576	497	204	701	30
									31
148,560	36	148,596	17	62	79	66	75	141	32
			63	150	213	7	50	57	33
16,566		16,566		54	54		42	42	34
			77	263	340	274	1,364	1,638	35
									36
15,740		15,740		24	24		10	10	37
									38
									39
									40
30,194		30,194	30	136	166		9	9	41
2,070	47,358	49,428	15	5,849	5,864	1,049	2,721	3,770	42
16,803		16,803	29		29	14		14	43
9,979	93,797	103,776		625	625		1,062	1,062	44
582	5,719	6,301							45
			91	2,639	2,730	557	7,557	8,114	46
				62	62		80	80	47
	41,417	41,417		1,647	1,647		38,162	38,162	48
									49
	24	24		27	27				50

TABLE 12.—SUMMARY Freight Traffic Movement

Number.	Name of Railway.	PRODUCTS OF MINES—*Con.*			PRODUCTS OF		
		OTHER PRODUCTS OF MINES.			LUMBER.		
		Tonnage Originating on Road.	Tonnage received from connecting Roads and other Carriers.	Total Freight Tonnage.	Tonnage Originating on Road.	Tonnage received from connecting Roads and other Carriers.	Total Freight Tonnage.
51	Napierville Junction Railway					87	87
52	Nelson and Fort Sheppard		21	21	7,128	756	7,884
53	New Brunswick Coal and Railway Co				4,794		4,794
54	New Brunswick and P.E. Island				25,338	420	25,758
55	New Brunswick Southern				16,374	20	16,394
56	New Westminster Southern		622	622	20,584	9,497	30,081
57	Nosbonsing and Nippissing						
58	Nova Scotia Steel and Coal Co				4,396	37	4,433
59	Orford Mountain	1,344		1,344	9,761		9,761
60	Ottawa and New York	156	513	669	980	7,031	8,011
61	Pere Marquette Railway		55,478	55,478	20,106	126,542	146,648
62	Phillipsburg Ry. and Quarry Co					100	100
63	Princeton Branch of Washington Co. Railway		1,844	1,844		5,827	5,827
64	Quebec Central				80,303		80,303
65	Quebec and Lake St. John				91,405	12,347	103,752
66	Quebec Railway Light and Power Co.				4,958	164	5,122
67	Quebec, Montreal and Southern					20,051	20,051
68	Red Mountain	922	1,470	2,392	637	1,083	1,720
69	Rutland and Noyan					314,008	314,008
70	Salisbury and Harvey				11,450		11,450
71	Schomberg and Aurora						
72	Stanstead, Shefford and Chambly				1,127	59,872	60,999
73	St. Clair Tunnel						
74	St. Lawrence and Adirondack		4,977	4,977	1,219	84,563	85,782
75	Sydney and Louisburg, Dom. Coal Co.				26,200	31,140	57,340
76	Temiscouata				123,092	356	123,448
77	Temiskaming and Northern Ontario				21,015	14,011	35,026
78	Thousand Islands				2,748		2,748
79	Toronto, Hamilton and Buffalo	1,060	5,258	6,318	2,465	7,241	9,706
80	Vancouver, Victoria and Eastern	4,764	301	5,065	23,479	7,373	30,852
81	Vancouver, Westminster and Yukon						
82	Victoria and Sydney B. C.					2,734	2,734
83	Victoria Terminal Railway and Ferry Co.				2,734		2,734
84	Wabash Railroad Co., in Canada				59,931		59,931
85	Wellington Colliery Co.				475		475
86	Wellington Colliery Co., (Ladysmith Extension.)						
87	York and Carléton				7,284	200	7,484
	Final Total	76,845	166,209	243,054	8,076,378	2,241,163	10,317,541

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for the Year ending June 30, 1908—*Continued.*

FORESTS.			MANUFACTURERS.						
Other Products of Forest.			Petroleum and other Oils.			Sugar.			
Tonnage Originating on Road.	Tonnage received from connecting Roads and other Carriers.	Total Freight Tonnage.	Tonnage Originating on Road.	Tonnage received from connecting Roads and other Carriers.	Total Freight Tonnage.	Tonnage Originating on Road.	Tonnage received from connecting Roads and other Carriers.	Total Freight Tonnage.	Number.
	20,167	20,167		102	102				51
7,958	24	7,982	24	32	56				52
2,441		2,441							53
2,198	37	2,235		205	205		281	281	54
			98		98	59		59	55
320	1,091	1,411		501	501				56
									57
				42	42		20	20	58
6,288	222	6,510				56	10	66	59
6,385	5,844	12,229	189	182	371	276	88	364	60
31,570	164,823	196,393		23,301	23,301	8,301	6,678	14,979	61
				5	5				62
	38,956	38,956		111	111		18	18	63
396,226	38,956	396,226							64
101,026	1,712	102,738		225	225		107	107	65
20,686		20,686	88	16	104	140		140	66
	296,147	296,147		578	578				67
862	3,796	4,658							68
				41	41				69
6,962		6,962							70
									71
	7,642	7,642		1,972	1,972		39,416	39,416	72
									73
122	21,074	21,196	43	1,456	1,499	1	37,563	37,564	74
				182	182		160	160	75
			192	192	384	96	368	264	76
197,683		197,683		949	949				77
111		111	551		551				78
3,936	2,561	6,497	255	6,310	6,565	298	303	601	79
4,411	1,536	5,947	120	371	491				80
									81
	8,015	8,015							82
8,015		8,015							83
19,739		19,739	13,985		13,985	8,321		8,321	84
									85
									86
									87
1,775,119	819,566	2,594,685	196,943	193,388	390,331	258,385	193,256	451,641	

TABLE 12.—SUMMARY of Freight Traffic Move

Number.	Name of Railway.	MANUFAC					
		NAVAL STORES.			IRON, PIG AND BLOOM.		
		Tonnage Originating on Road.	Tonnage received from connecting Roads and other Carriers.	Total Freight Tonnage.	Tonnage Originating on Road.	Tonnage received from connecting Roads and other Carriers.	Total Freight Tonnage.
1	Alberta Railway and Irrigation Co.				5	8	13
2	Algoma Central and Hudson Bay						
3	Atlantic and Lake Superior						
4	Bay of Quinté				3,274		3,274
5	Bedlington and Nelson						
6	Beersville Coal and Railway Co. (now North Shore)						
7	Bessemer and Barry's Bay						
8	Brandon, Saskatchewan and Hudson Bay						
9	British Yukon	12	363	375			
10	Brockville, Westport and Northwestern						
11	Buctouche and Moncton						
12	Canada Coals and Railway Co					14	14
13	Canada Southern				5,319	26,802	32,121
	Canadian Government Railways—						
14	Intercolonial				103,604	3,686	107,290
15	Prince Edward Island	20	17	37	49	22	71
16	Canada Northern				4,391		4,391
17	Canada Northern Ontario	164		164			
18	Canada Northern Quebec				194		194
19	Canadian Pacific	63	173	236	58,925	143,258	202,183
20	Cape Breton						
21	Caraquet					20	20
22	Carillon and Grenville						
23	Central Ontario				113	88	201
24	Crow's Nest Southern						
25	Cumberland Railway and Coal Co.						
26	Dominion Atlantic	437	72	509	5,065	1,401	6,466
27	Elgin and Havelock						
28	Grand Trunk				133,361	14,164	147,525
29	Grand Trunk (Canada Atlantic)				7,239	78	7,317
30	Halifax and Southwestern						
31	Hampton and St. Martin's						
32	Hereford		3	3		6	6
33	Inverness Railway and Coal Co.		26	26	145	26	171
34	Irondale, Bancroft and Ottawa						
35	Kaslo and Slocan						
36	Kent Northern						
37	Kettle River Valley						
38	Kingston and Pembroke		168	168	3	237	240
39	Klondyke Mines						
40	Liverpool and Milton						
41	Lotbinière and Megantic				6	5	11
42	London and Port Stanley		279	279	1,612	2,903	4,515
43	Manitoulin and North Shore						
44	Massawippi Valley	21	40	61	165	288	453
45	Midland Railway Co. of Manitoba						
46	Montreal and Atlantic				1,732	9,378	11,110
47	Montreal and Province Line						
48	Montreal and Vermont Junction						
49	Morrissey, Fernie and Michel						
50	Maganetawan River						
51	Napierville Junction Railway					27	27
52	Nelson and Fort Sheppard					20	20

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ment for the Year ending June 30, 1908—*Continued.*

TURES.—*Continued.*

Iron and Steel Rails.			Other Castings and Machinery.			Bar and Sheet Metal.			Number.
Tonnage Originating on Road.	Tonnage received from connecting Roads and other Carriers.	Total Freight Tonnage.	Tonnage Originating on Road.	Tonnage received from connecting Roads and other Carriers.	Total Freight Tonnage.	Tonnage Originating on Road.	Tonnage received from connecting Roads and other Carriers.	Total Freight Tonnage.	
16		16	132	386	518	12	9	21	1
130		130	211		211				2
			179		179				3
337		337	2,087		2,087				4
									5
									6
									7
			22	111	133		39	39	8
			15	5,258	5,273		102	102	9
			80	540	620	145	415	560	10
									11
34	146	180	27	216	243		36	36	12
1,314	12,087	13,401	29,900	165,858	195,758	21,047	102,509	123,556	13
129,850	1,413	131,263	186,016	9,507	195,523	9,071	330	9,401	14
62		62	470	98	568	72	118	190	15
137,198		137,198	18,598		18,598	648		648	16
6,869		6,869	1,195		1,195	465		465	17
	4,426	4,426	250	3,227	3,477	522	11,450	11,972	18
60,588	85,374	145,962	70,378	84,165	154,543	22,662	13,231	35,893	19
	90	90		38	38				20
				10	10				21
									22
655	52	707	304	1,662	1 966	15	470	485	23
127	4,349	4,476	90	391	481		256	256	24
									25
									26
			2	10	12		10	10	27
92,496	14,290	106,786	131,154	31,690	162,844	35,809	24,050	59,859	28
1,830	685	2,515	295	59	354	332		332	29
	199	199		579	579				30
									31
2	9	11	40	76	116	10	125	135	32
110	163	273	4	508	512	10	81	91	33
			20	63	83				34
									35
									36
									37
			279	859	1,138	1	348	349	38
									39
									40
			142	105	247		27	27	41
	372	372	527	1,986	2,513	514	696	1,210	42
79		79							43
48	731	779	558	629	1,187	66	178	244	44
	58	58	36	58	94		448	448	45
22	3,283	3,305	668	6,705	7,373	42	231	273	46
	260	260							47
	4,267	4,267							48
									49
									50
							8	8	51
			95	100	195	105		105	52

TABLE 12.—SUMMARY of Freight Traffic

MANUFAC

Number.	Name of Railway.	NAVAL STORES.			IRON, PIG AND BLOOM.		
		Tonnage Originating on Road.	Tonnage received from connecting Roads and other Carriers.	Total Freight Tonnage.	Tonnage Originating on Road.	Tonnage received from connecting Roads and other Carriers.	Total Freight Tonnage.
53	New Brunswick Coal and Railway Co.						
54	New Brunswick and P.E. Island						
55	New Brunswick Southern				3		3
56	New Westminster Southern					17	17
57	Nosbonsing and Nipissing						
58	Nova Scotia Steel and Coal Co.		47	47			
59	Orford Mountain						
60	Ottawa and New York	36	197	233		46	46
61	Pére Marquette Railway	420	690	1,110		17,938	17,938
62	Phillipsburg Railway and Quarry Co						
63	Princeton Branch of Washington Co. Railway		10	10		312	312
64	Quebec Central						
65	Quebec and Lake St. John						
66	Quebec Railway Light, and Power Co. (Montmorency Division)	8		8	263	79	342
67	Quebec, Montreal and Southern					4,397	4,397
68	Red Mountain						
69	Rutland and Noyan					951	951
70	Salisbury and Harvey						
71	Schomberg and Aurora						
72	Stanstead, Shefford and Chambly						
73	St. Clair Tunnel						
74	St. Lawrence and Adirondack		476	476		881	881
75	Sydney and Louisburg (Dom. Coal Co.)						
76	Temiscouata					208	208
77	Temiskaming and Northern Ontario						
78	Thousand Islands				2,079		2,079
79	Toronto, Hamilton and Buffalo				5,991	16,248	22,239
80	Vancouver, Victoria and Eastern				37	49	86
81	Vancouver, Westminster and Yukon						
82	Victoria and Sydney, B.C						
83	Victoria Terminal Railway and Ferry Co.						
84	Wabash Railroad Co. in Canada				6,816		6,816
85	Wellington Colliery Co.						
86	Wellington Colliery Co. (Ladysmith Extension						
87	York and Carleton						
	Total	1,181	2,561	3,742	340,391	243,557	583,948

Movement for the Year ending June 30, 1908.—*Continued.*

TURES—*Continued.*

Iron and Steel Rails.			Other Castings and Machinery.			Bar and Sheet Metal.			Number.
Tonnage Originating on Road.	Tonnage received from connecting Roads and other Carriers.	Total Freight Tonnage.	Tonnage Originating on Road.	Tonnage received from connecting Roads and other Carriers.	Total Freight Tonnage.	Tonnage Originating on Road.	Tonnage received from connecting Roads and other Carriers.	Total Freight Tonnage.	
									53
				87	87				54
29		29	121	24	145		1	1	55
19	8,209	8,228	79	3,083	3,162	6	1,636	1,642	56
									57
			43	16	59				58
			90	30	120		19	19	59
	35	35	432	1,198	1,630	41	1,002	1,043	60
	1,479	1,479	1,078	8,908	9,986	575	4,233	4,808	61
				100	100				62
	23	23		1,012	1,012		50	50	63
									64
	9,890	9,890		251	251				65
79	76	155	601	445	1,046	128		128	66
			92	397	489				67
			22	42	64		45	45	68
				3,514	3,514		80	80	69
									70
									71
									72
									73
	7	7	1,171	4,333	5,504	3	1,690	1,693	74
1,016	612	1,628	810	410	1,220	8	142	150	75
160	5,545	5,705	156	260	416	4	20	24	76
	21,232	21,232		1,798	1,798				77
			35		35	5,739		5,739	78
193	876	1,069	11,487	40,744	52,231	2,104	54,503	56,607	79
6,871	1,252	8,123	141	1,854	1,995	325	1,490	1,815	80
									81
									82
									83
7,364		7,364	15,382		15,382	31,993		31,993	84
									85
									86
							1,250	1,250	87
447,498	181,490	628,988	475,514	383,400	858,914	132,474	221,328	353,802	

TABLE 12.—SUMMARY of Freight Traffic

Number.	Name of Railway.	MANUFAC-					
		CEMENT, BRICK AND LIME.			AGRICULTURAL IMPLEMENTS.		
		Tonnage Originating on Road.	Tonnage received from connecting Roads and other Carriers.	Total Freight Tonnage.	Tonnage Originating on Road.	Tonnage received from connecting Roads and other Carriers.	Total Freight Tonnage.
1	Alberta Railway and Irrigation Co	137	185	322	253	240	493
2	Algoma Central and Hudson Bay	62		62			
3	Atlantic and Lake Superior				358		358
4	Bay of Quinte	60,353		60,353	253		253
5	Bedlington and Nelson						
6	Beersville Coal and Railway Co. (now North Shore)						
7	Bessemer and Barry's Bay						
8	Brandon, Saskatchewan and Hudson Bay	45	1,957	2,002	35	103	138
9	British Yukon						
10	Brockville, Westport and Northwestern	1,860	280	2,140	60	1,350	1,410
11	Buctouche and Moncton						
12	Canada Coal and Railway Co	2	263	265		15	15
13	Canada Southern	7,379	50,557	57,936	2,200	47,120	49,320
	Canadian Government Railways—						
14	Intercolonial	83,439	12,783	96,222	1,397	4,502	5,899
15	Prince Edward Island	1,413	239	1,652	323	92	415
16	Canadian Northern	56,348		56,348	27,564		27,564
17	Canadian Northern, Ontario	4,915		4,915	133		133
18	Canadian Northern, Quebec	15,002	212	15,214		669	669
19	Canadian Pacific	347,336	118,635	465,971	65,121	23,385	88,506
20	Cape Breton		37	37		7	7
21	Caraquet		75	75		215	215
22	Carillon and Grenville						
23	Central Ontario	562	3,342	3,904	1	190	191
24	Crow's Nest Southern		745	745			
25	Cumberland Railway and Coal Co						
26	Dominion Atlantic	6,783	1,300	8,083	636	45	681
27	Elgin and Havelock		80	80		10	10
28	Grand Trunk	354,774	70,904	425,678	49,428	13,822	63,250
29	Grand Trunk (Canada Atlantic)	20,243	1,084	21,327	885	41	926
30	Halifax and South Western	1,729	1,002	2,731		89	89
31	Hampton and St. Martins						
32	Hereford	8,264	165	8,429	2	59	61
33	Inverness Railway and Coal Co	18	326	344	9	42	51
34	Irondale, Bancroft and Ottawa		89	89		16	16
35	Kaslo and Slocan						
36	Kent Northern						
37	Kettle River Valley	75		75		30	30
38	Kingston and Pembroke	420	878	1,298	108	50	158
39	Klondyke Mines						
40	Liverpool and Milton						
41	Lotbiniere and Megantic	47	261	308	14	40	54
42	London and Port Stanley	8,750	5,538	14,288	18	820	838
43	Manitoulin and North Shore	50		50			
44	Massawippi Valley	167	2,268	2,435	57	101	158
45	Midland Ry. Co. of Manitoba		241	241	35	254	289
46	Montreal and Atlantic	3,703	5,316	9,019	653	1,147	1,800
47	Montreal and Province Line	364	1,142	1,506			
48	Montreal and Vermont Junction		8,762	8,762		590	590
49	Morrisey, Fernie and Michel						
50	Maganetawan River		383	383			
51	Napierville Junction Ry						
52	Nelson and Fort Sheppard						

Movement for the Year ending June 30, 1908.—*Continued.*

TURES.—*Continued.*

Wagons, Carriages, Tools, &c.			Wines, Liquors and Beers.			Household Goods and Furniture.			Number.
Tonnage Originating on Road.	Tonnage received from connecting Roads and other Carriers.	Total Freight Tonnage.	Tonnage Originating on Road.	Tonnage received from connecting Roads and other Carriers.	Total Freight Tonnage.	Tonnage Originating on Road.	Tonnage received from connecting Roads and other Carriers.	Total Freight Tonnage.	
37	104	141	30		30	658	562	1,220	1
						108		108	2
89		89	28		28	59		59	3
945		945	179		179	362		362	4
									5
									6
									7
	65	65		158	158		117	117	8
			15	1,052	1,067		68	68	9
85	235	320	210	340	550	185	315	500	10
									11
2	18	20		29	29	32	31	63	12
7,000	19,052	26,052	1,615	9,021	10,636	1,917	15,591	17,508	13
						2,021	3,443	5,464	14
148	75	223	276	80	356	365	63	428	15
7,187		7,187	11,551		11,551	46,961		46,961	16
77		77	923		923	766		766	17
	848	848	54	14,493	14,547	320	700	1,020	18
14,788	7,464	22,252	56,363	27,763	84,126	70,851	22,870	93,721	19
				1	1	2	2	4	20
	45	45		150	150		15	15	21
10		10							22
	73	73	4	373	377	1,081	199	1,280	23
	7	7		95	95		102	102	24
									25
			81	10	91	1,875	163	2,038	26
	20	20				5	10	15	27
11,483	1,546	13,029	36,823	2,121	38,944	45,207	16,834	62,041	28
2,459	42	2,501	1,188		1,188	1,160	49	1,209	29
62	104	166				195	469	664	30
									31
2	61	63	12	101	113	696	184	880	32
2	12	14	35	120	155	65	55	120	33
	16	16		49	49	58	23	81	34
									35
									36
			10		10	10		10	37
26	6	32	120	437	557	498	136	634	38
									39
									40
7	16	23	4	10	14	209	23	232	41
620	1,335	1,955	760	1,195	1,955	562	974	1,536	42
						3		3	43
83	207	290	224	308	532	177	586	763	44
	17	17		100	100		76	76	45
9	874	883	463	8,722	9,185	1,114	2,708	3,822	46
				190	190	267		267	47
				3,641	3,641	97	940	1,037	48
									49
									50
				22	22	28	52	80	51
			12	85	97	60	84	144	52

TABLE 12.—SUMMARY of Freight Traffic

Number.	Name of Railway.	MANUFAC					
		CEMENT, BRICK AND LIME.			AGRICULTURAL IMPLEMENTS.		
		Tonnage Originating on Road.	Tonnage received from connecting Roads and other Carriers.	Total Freight Tonnage.	Tonnage Originating on Road.	Tonnage received from connecting Roads and other Carriers.	Total Freight Tonnage.
53	New Brunswick Coal and Ry. Co.						
54	New Brunswick and P. E. Island		123	123		32	32
55	New Brunswick Southern	150	1	151	27	1	28
56	New Westminster Southern	88	1,621	1,709		29	29
57	Nosbonsing and Nipissing						
58	Nova Scotia Steel and Coal Co		25	25			
59	Orford Mountain	5	55	60		23	23
60	Ottawa and New York	2,822	1,111	3,933	9	55	64
61	Père Marquette Ry	11,415	45,358	56,773		3,329	3,329
62	Phillipsburg Ry. and Quarry Co		55	55			
63	Princeton Branch of Washington Co. Ry.		4,267	4,267			
64	Quebec Central						
65	Quebec and Lake St. John	1,440		1,440		492	492
66	Quebec Ry. Light and Power Co	1,476	302	1,778	48	8	56
67	Quebec, Montreal and Southern	1,967	370	2,337	214	41	255
68	Red Mountain		69	69			
69	Rutland and Noyan		1,349	1,349		32	32
70	Salisbury and Harvey						
71	Schomberg and Aurora						
72	Stanstead, Shefford and Chambly	167	4,231	4,398		604	604
73	St. Clair Tunnel						
74	St. Lawrence and Adirondack	56	3,226	3,282	2	506	508
75	Sydney and Louisburg (Dom. Coal Co.)	1,016	461	1,477		1	1
76	Temiscouata	680	448	1,128	68	204	272
77	Temiskaming and Northern Ontario	6,076	486	6,562			
78	Thousand Islands	591		591			
79	Toronto, Hamilton and Buffalo	1,866	7,961	9,827	27,080	430	27,510
80	Vancouver, Victoria and Eastern	551	1,776	2,327		77	77
81	Vancouver, Westminster and Yukon						
82	Victoria and Sydney, B.C.						
83	Victoria Terminal Ry. and Ferry Co						
84	Wabash Railroad Co. in Canada	44,698		44,698	3,935		3,935
85	Wellington Colliery Co.						
86	Wellington Colliery Co. (Ladysmith Extension)						
87	York and Carleton						
	Final total	1,059,304	362,374	1,421,678	180,926	100,908	281,834

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Movement for the Year ending June 30, 1908—*Continued.*

TURES.—*Continued.*

Wagons, Carriages, Tools, &c.			Wines, Liquors and Beers.			Household Goods & Furniture			Number.
Tonnage Originating on Road.	Tonnage received from connecting Roads and other Carriers.	Total Freight Tonnage.	Tonnage Originating on Road.	Tonnage received from connecting Roads and other Carriers.	Total Freight Tonnage.	Tonnage Originating on Road.	Tonnage received from connecting Roads and other Carriers.	Total Freight Tonnage.	
.....	.....	.....	.....	.....	.....	.....	.....	.....	53
.....	5	5	.....	.....	.....	.....	138	138	54
19	16	35	163	1	164	57	6	63	55
.....	279	279	39	378	417	.....	1,998	1,998	56
.....	.....	.....	.....	.....	.....	.....	.....	.....	57
1	1	2	.....	.....	.....	2	5	7	58
.....	19	19	.....	25	25	.....	20	20	59
100	123	223	206	40	246	172	213	385	60
2,106	5,661	7,767	2,970	4,797	7,767	2,105	3,997	6,102	61
.....	.....	.....	.....	5	5	.....	25	25	62
.....	7	7	.....	.....	.....	.....	50	50	63
.....	.....	.....	.....	.....	.....	.....	.....	.....	64
.....	1,074	1,074	421	.....	421	108	27	135	65
19	6	25	1,174	2	1,176	182	32	214	66
20	.....	20	696	225	921	313	343	656	67
.....	.....	.....	.....	152	152	.....	.....	.....	68
.....	.....	.....	.....	.....	.....	.....	266	266	69
.....	.....	.....	.....	.....	.....	.....	.....	.....	70
.....	.....	.....	.....	.....	.....	.....	.....	.....	71
.....	.....	.....	16	1,467	1,483	167	971	1,138	72
.....	.....	.....	.....	.....	.....	.....	.....	.....	73
2	95	97	17	233	250	664	410	1,074	74
.....	1	1	81	16	97	67	73	140	75
48	144	192	176	320	496	176	60	236	76
.....	.....	.....	.....	.....	.....	490	2,725	3,215	77
.....	.....	.....	176	.....	176	34	.....	34	78
1,413	271	1,684	417	1,103	1,520	581	338	919	79
30	155	185	91	283	374	42	1,632	1,674	80
.....	.....	.....	.....	.....	.....	.....	.....	.....	81
.....	.....	.....	.....	.....	.....	.....	.....	.....	82
.....	.....	.....	.....	.....	.....	.....	.....	.....	83
7,219	.....	7,219	12,576	.....	12,576	5,362	.....	5,362	84
.....	.....	.....	.....	.....	.....	.....	.....	.....	85
.....	.....	.....	.....	.....	.....	.....	.....	.....	86
.....	.....	.....	.....	.....	.....	30	.....	30	87
56,098	40,099	96,197	130,199	79,713	209,912	188,526	80,773	269,299	

TABLE 12—SUMMARY of Freight Traffic

Number.	Name of Railway.	MANUFACTURES—*Continued.* OTHER MANUFACTURES. Tonnage Originating on Road.	Tonnage received from connecting Roads and other Carriers.	Total Freight Tonnage.
1	Alberta Railway and Irrigation Co	3	1	4
2	Algoma Central and Hudson Bay			
3	Atlantic and Lake Superior			
4	Bay of Quinte			
5	Bedlington and Nelson			
6	Beersville Coal and Railway Co. (now North Shore)			
7	Bessemer and Barry's Bay			
8	Brandon, Sask. and Hudson Bay		255	255
9	British Yukon			
10	Brockville, Westport and Northwestern			
11	Buctouche and Moncton			
12	Canada Coals and Railway Company			
13	Canada Southern	86,001	749,325	835,326
	Canadian Government Railways—			
14	Intercolonial			
15	Prince Edward Island			
16	Canadian Northern			
17	Canadian Northern Ontario	1,090		1,090
18	Canadian Northern Quebec	219	6,150	6,369
19	Canadian Pacific			
20	Cape Breton			
21	Caraquet			
22	Carillon and Grenville			
23	Central Ontario	9,142	4,806	13,948
24	Crow's Nest Southern		77	77
25	Cumberland Railway and Coal Co			
26	Dominion Atlantic			
27	Elgin and Havelock	290		290
28	Grand Trunk			
29	Grand Trunk (Canada Atlantic)			
30	Halifax and Southwestern			
31	Hampton and St. Martins			
32	Hereford	1,111	112	1,223
33	Inverness Railway and Coal Co			
34	Irondale, Bancroft and Ottawa			
35	Kalso and Slocan			
36	Kent Northern			
37	Kettle River Valley			
38	Kingston and Pembroke			
39	Klondyke Mines			
40	Liverpool and Milton			
41	Lotbiniére and Megantic			
42	London and Port Stanley	817	4,349	5,166
43	Manitoulin and North Shore			
44	Massawippi Valley			
45	Midland Railway Co. of Manitoba	12	173	185
46	Montreal and Atlantic			
47	Montreal and Province Line			
48	Montreal and Vermont Junction			
49	Morrissey, Fernie and Michel			
50	Maganetawan River			
51	Napierville Junction Railway			
52	Nelson and Port Sheppard		64	64
53	New Brunswick Coal and Railway Co			

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Movement for the Year ending June 30, 1908.—*Concluded.*

MERCHANDISE.			MISCELLANEOUS.			RECAPITULATION.			
—			Other Commodities.			Grand Total.			
Tonnage Originating on Road.	Tonnage received from connecting Roads and other Carriers.	Total Freight Tonnage.	Tonnage Originating on Road.	Tonnage received from connecting Roads and other Carriers.	Total Freight Tonnage.	Tonnage Originating on Road.	Tonnage received from connecting Roads and other Carriers.	Total Freight Tonnage.	Number.
3,924	1,175	5,099				77,697	18,486	96,183	1
4,385		4,385				366,810	259	367,069	2
			22,985		22,985	32,241		32,241	3
			48,164		48,164	268,549		268,549	4
25	17	42	5		5	1,251	804	2,055	5
			936		936	11,082		11,082	6
									7
620	268	888	223	101	324	29,160	12,2 3	41,393	8
503	7,026	7,529		340	340	3,178	28,974	32,152	9
945	1,655	2,600				11,086	13,309	24,395	10
	2,347	2,347		1,465	1,465		26,621	26,621	11
			189	527	716	83,698	3,055	86,753	12
			28,677	289,953	318,630	534,638	5,397,709	5,932,347	13
			336,354	90,419	426,773	3,629,682	378,859	4,008,541	14
			26,463	5,045	31,508	90,599	7,991	98,590	15
37,072		37,072	316.170		316,170	2,615,580		2,615,580	16
1,654		1,654	4,342		4,342	92,098		92,098	17
8,550	3,545	12,095	27,005	6,001	33,006	229,063	228,047	457,110	18
96,299	238,748	335,047	1,418,316	471,854	1,890,170	10,736,619	3,495,687	14,232,306	19
145		145	92	294	386	1,695	1,230	2,925	20
1,115	3,125	4,240	100	416	516	6,102	7,276	13,378	21
5		5	30		30	78		78	22
8,288	10,933	19,221	1,000	2,452	3,452	153,866	80,225	234,091	23
352	299	651	1,940	4,424	6,364	177,321	51,205	228,526	24
1,898	7,179	9,077				314,954	19,455	334,409	25
24,075	4,866	28,941	17,461	2,330	19,791	292,998	62,972	355,970	26
			29	600	629	12,600	3,305	15,905	27
569,630	98,747	668,377	1,297,524	725,353	2,022,877	7,857,014	4,616,209	12,473,223	28
29,524	51,109	80,543	109,743	204,721	314,464	664,844	1,413,891	2,078,735	29
			4,143	9,050	13,193	149,849	32,212	182,061	30
48	322	370	85	106	191	10,158	1,269	11,427	31
1,123	1,288	2,411	82	21	103	180,563	6,130	186,693	32
178	1,373	1,551	320	1,206	1,526	313,904	8,571	322,475	33
20	965	985				21,803	3,865	25,668	34
614	636	1,250	194		194	8,444	839	9,283	35
									36
40		40				27,411	139	27,550	37
7,796	13,932	21,728	12,948	1,271	14,219	90,234	31,882	122,166	38
6,502		6,502				6,502		6,502	39
									40
130	176	306	40	44	84	48,953	1,963	50,916	41
11,415	21,490	32,905	8,059	27,033	35,092	85,419	379,997	465,416	42
1.310		1,310				249,963	578	250,541	43
8,206	110,522	118,728	9,818	11,288	21,106	81,200	432,998	514 198	44
142	293	435	604	2,880	3,484	18,461	31,709	50,170	45
413	7,061	7,474	15,858	194,104	209,962	133,352	789,542	922,894	46
3,011	17,460	20,471	760	4,719	5,479	14,823	63,845	78,668	47
1,160	92,147	93,307	472	146,937	147,409	6,532	740,586	747,118	48
	28,228	28,228				560,225	28,228	588,453	49
				94	94		12,429	12,429	50
256	209	465				2,255	53,774	56,029	51
1,395	1,008	2,403	7,558	662	8,220	30,678	7,846	38,524	52
5,317	1,773	7,090				52,419	2,441	54,860	53

TABLE 12.—SUMMARY of Freight Traffic Move

Number.	Name of Railway.	MANUFACTURES—*Concluded.* OTHER MANUFACTURES. Tonnage Originating on Road.	Tonnage received from connecting Roads and other Carriers.	Total Freight Tonnage.
54	New Brunswick and Prince Edward Island			
55	New Brunswick Southern			
56	New Westminster Southern	19	2,921	2,940
57	Nosbonsing and Nipissing			
58	Nova Scotia Steel and Coal Co			
59	Orford Mountain			
60	Ottawa and New York	1,967	9,124	11,091
61	Phillipsburg Railway and Quarry Company			
62	Princeton Branch of Washington Co. Railway		48,484	48,484
63	Père Marquette Railway	11,608	25,932	37,540
64	Quebec Central	9,461		9,461
65	Quebec and Lake St. John			
66	Quebec Railway, Light and Power Co., Montmorency Division	4,519	19	4,538
67	Quebec, Montreal and Southern			
68	Red Mountain		43	43
69	Rutland and Noyan			
70	Salisbury and Harvey			
71	Schomberg and Aurora			
72	Stanstead, Shefford and Chambly	143	4,793	4,936
73	St. Clair Tunnel			
74	St. Lawrence and Adirondack	376	42,625	42,641
75	Sydney and Louisburg Dominion Coal Co			
76	Temiscouata			
77	Temiskaming and Northern Ontario		13,999	13,999
78	Thousand Islands			
79	Toronto, Hamilton and Buffalo	16,475	46,624	63,099
80	Vancouver, Victoria and Eastern	121	2,543	2,664
81	Vancouver, Westminster and Yukon			
82	Victoria and Sydney, B. C			
83	Victoria Terminal Railway and Ferry Co			
84	Wabash Railroad Company in Canada			
85	Wellington Colliery Co			
86	Wellington Colliery Co. (Ladysmith Extension)			
87	York and Carleton			
	Total	143,374	962,059	1,105,433

ment for the Year ending June 30, 1908—*Concluded.*

MERCHANDISE.			MISCELLANEOUS.			RECAPITULATION.			
——			Other Commodities.			Grand Total.			
Tonnage Originating on Road.	Tonnage received from connecting Roads and other Carriers.	Total Freight Tonnage.	Tonnage Originating on Road.	Tonnage received from connecting Roads and other Carriers.	Total Freight Tonnage.	Tonnage Originating on Road.	Tonnage received from connecting Roads and other Carriers.	Total Freight Tonnage.	Number.
....	288	288	948	1,412	2,360	32,206	7,656	39,862	54
6,054	145	6,199	....	....	....	26,944	445	27,389	55
2,311	5,049	7,360	1,724	8,527	10,251	25,615	61,058	86,673	56
....	....	....	....	....	....	....	....	....	57
....	....	....	225	146	371	4,990	1,218	6,208	58
454	1,449	1,903	2,000	1,434	3,434	21,281	6,089	27,370	59
....	....	....	1,858	2,714	4,572	24,007	71,407	95,414	60
....	....	....	....	....	....	3,604	2,240	5,844	61
....	6,193	6,193	....	307	307	....	135,925	135,925	62
67,445	63,299	130,744	45,720	76,702	122,422	269,585	1,579,691	1,849,276	63
12,778	....	12,778	116,357	....	116,357	749,675	....	749,675	64
17,251	5,717	22,968	32,725	26,467	59,192	260,862	84,596	345,458	65
3,755	1,051	4,806	727	178	905	104,678	6,210	110,888	66
5,181	8,546	13,727	137	28	165	35,440	438,701	474,141	67
244	1,159	1,403	1,639	2,182	3,821	86,605	28,776	115,381	68
....	1,110	1,110	....	3,765	3,765	....	336,180	336,180	69
299	600	899	273	547	820	34,797	4,453	39,250	70
....	....	....	3,120	....	3,120	3,120	....	3,120	71
4,296	97,142	101,438	3,427	143,107	146,534	12,721	751,803	764,524	72
....	....	....	....	....	....	....	....	....	73
....	....	....	643	18,067	18,710	7,838	653,410	661,248	74
....	....	....	17,446	68,170	85,616	3,447,413	111,979	3,559,392	75
1,488	1,448	2,936	3,340	3,096	6,436	132,584	15,885	148,469	76
3,260	12,915	16,175	9,876	10,336	20,212	273,796	161,134	434,930	77
....	....	....	14,057	....	14,057	30,171	....	30,171	78
....	....	....	23,362	189,020	212,382	126,023	1,055,700	1,181,723	79
4,200	5,054	9,254	5,949	5,254	11,203	720,200	151,922	872,122	80
....	....	....	....	....	....	....	....	....	81
....	4,350	4,350	....	13,126	13,126	....	29,724	29,724	82
4,350	....	4,350	13,126	....	13,126	29,724	....	29,724	83
91,367	....	91,367	138,085	....	138,085	1,200,915	....	1,200,915	84
....	20	20	....	2,256	2,256	277,350	3,160	280,510	85
....	....	....	....	....	....	483,347	....	483,347	86
52	30	82	75	56	131	8,149	2,179	10,328	87
1,062,870	945,397	2,008,267	4,155,528	2,782,607	6,938,135	38,821,418	24,198,482	63,019,900	

TABLE 13.—SUMMARY of Equipment for the Year ending June 30, 1908.

Number.	Name of Railway.	Locomotives.					Cars in Passenger Service.									
		Passenger.	Freight	Switching.	Total.	Leased.	First-class.	Second-class	Combination.	Emigrant.	Dining.	Parlor.	Sleeping.	Baggage, express and postal.	Other cars in passenger service.	Total.
1	Alberta Railway and Irrigation Co	2	3	2	7		4							1		5
2	Algoma Central and Hudson Bay	4	6	9	19		5		4							9
3	Atlantic and Lake Superior	2	3		5				3							3
4	Atlantic, Quebec and Western	1	1		2				1					1	2	4
5	Bay of Quinté		7		7		8							3		11
6	Bedlington and Nelson		1		1		1									1
7	Beersville Coal and Rly. Co. (now North Shore)	1			1		1									1
8	Bessemer and Barry's Bay															
9	Brandon, Saskatchewan and Hudson Bay															
10	British Yukon		12		12		12							3		15
11	Brockville, Westport and Northwestern		4		4		5							1	4	10
12	Bnctouche and Moncton		2		2		1		1							2
13	Canada Coal and Railway Co	1	1		2				1					1	1	3
	Canada Southern	41	89	26	156		17	20	7	25	2			23		94
	Canadian Government Railways—															
14	Intercolonial	117	256	23	396		129	43	89	40	9	9	41	62	5	427
15	Prince Edward Island		29	2	31		22	12	7					14		55
16	Canadian Northern	68	183	11	262	201	45	51	6	6	8		17	55		188
17	Canadian Northern Ontario	10	22		32	30	10	5			3	2		7		27
18	Canadian Northern Quebec	8	21	1	30	11	15	17	3					5		40
19	Canadian Pacific	422	839	138	1,399		558	154	88	226	72	18	173	348	8	1,645
20	Cape Breton	2			2		2							2		4
21	Caraquet	3			3		2									2
22	Carillon and Grenville	2			2		2	1	2							5
23	Central Ontario	15		1	16		7	1						4		12
24	Crow's Nest Southern															
25	Cumberland Railway and Coal Co		6	1	7		4		3							7
26	Dominion Atlantic	11	14		25		22		11		1	2		16		52
27	Elgin and Havelock	1	1		2		1		1							2
28	Esquimalt and Nanaimo															
29	Grand Trunk	204	600	97	901	3	420	81	100	6	17	12		241		877
30	Grand Trunk (Canada Atlantic)	15	41	5	61		15	7	7			3		7		39
31	Halifax and Southwestern	11	6	1	18	8	17	5	2			2		7		33
32	Hampton and St. Martins	1			1		2									2
33	Hereford	1	2		3		1		2							3

34	Inverness Railway and Coal Co	2	4	1	7	1	2		1					1				4
35	Irondale, Bancroft and Ottawa	2		1	3	1			2									2
36	Kaslo and Slocan	2	1		3			3										3
37	Kent Northern	1	1		2		1											1
38	Kettle River Valley	3			3													
39	Kingston and Pembroke	8			8		4	2	2					3	1			12
40	Klondyke Mines		3		3		1		1									2
41	Lake Erie and Detroit River	17	15	3	35	3	15	6	1					6				28
42	Liverpool and Milton	1			1		1											1
43	Lotbinière and Megantic		3		3			1	1									2
44	London and Port Stanley	1	3		4	4	2		1									3
45	Manitoulin and North Shore		1	1	2													
46	Massawippi Valley	10			10		7							6				13
47	Midland Railway Co. of Manitoba	3			3		3											3
48	Montreal and Atlantic	12			12			6	11			2		3				22
49	Montreal and Province Line	1	2		3		2		1									3
50	Montreal and Vermont Junction	4	11		15		11		4					3				18
51	Morrissey, Fernie and Michel	3			3		7											7
52	Nelson and Fort Sheppard	4			4		3		3					2				8
53	New Brunswick Coal and Railway Co.		5		5		1		2									3
54	New Brunswick and P. E. Island		3		3		2	1										3
55	New Brunswick Southern																	
56	New Westminster Southern																	
57	Nosbonsing and Nipissing																	
58	Nova Scotia Steel and Coal Co		1		1				1									1
59	Orford Mountain	3			3		1		2									3
60	Ottawa and New York	3			3	3	2		1					1				4
61	Phillipsburg Railway and Quarry Co.	1			1				1									1
62	Princeton Branch of Washington Co. Railway		1		1		1		1									2
63	Père Marquette Railway	17	31	3	51	3	15	6	1					6				28
64	Quebec Central	10	12		22		13	6	7					8				34
65	Quebec and Lake St. John	11	14	2	27	4	13	9					5	7				34
66	Quebec Railway, Light and Power Co., (Montmorency Division	5			5		9	16	2						8			35
67	Quebec, Montreal and Southern	7	10		17		5	2	6									13
68	Red Mountain		1		1			1										1
69	Rutland and Noyan	1	1		2		2	1						1				4
70	Salisbury and Harvey		5		5		1							2				3
71	Schomberg and Aurora	1			1				2									2
72	Stanstead, Shefford and Chambly	2	4		6		4		2					1				7
73	St. Clair Tunnel		4		4													
74	St. Lawrence and Adirondack	4	5		9	5	4	2	1									7
75	Sydney and Louisburg (Dominion Coal Co.)	2	13	10	25		2	1	3									6
76	Temiscouata	7			7		2	2	2					2				8
77	Temiskaming and Northern Ontario	6	20	2	28		14	21						13				48
78	Thousand Islands	2			2				1									1
79	Toronto, Hamilton and Buffalo	9	11	4	24		9	3	3					3				18
80	Vancouver, Victoria and Eastern	1	2		3		3		1									4
81	Vancouver, Westminster and Yukon																	
83	Victoria and Sydney, B. C.		2		2		2		1									3

TABLE 13.—SUMMARY of Equipment for the Year ending June 30, 1908.

Number.	Name of Railway.	Locomotives.					Cars in Passenger Service.									
		Passenger.	Freight.	Switching.	Total.	Leased.	First-class.	Second-class	Combination.	Emigrant.	Dining.	Parlor.	Sleeping.	Baggage, express and postal.	Other cars in passenger service.	Total.
83	Victoria Terminal Railway and Ferry Co.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
84	Wabash Railroad Co. (in Canada..	11	53	2	66	....	.....	.....	16	.....	2	13	.....	3	.	34
85	Wellington Colliery Co.	.....	.....	6	6	.....	.....	1	.....	.....	.. ...	.. ..	.....	.....	.....	1
86	Wellington Colliery Co. (Ladysmith Extension)..	.....	1	6	7	.....	.....	.. .	.....	.....	...	.....	.....	.....	6	6
87	York and Carleton.	2	.....	.....	2	.....	1	.....	.....	.....	.....	.....	.....	1	.....	2
		1,122	2,392	358	3,872	277	1,493	487	422	303	114	63	236	873	35	4,026

TABLE 13.—SUMMARY of Equipment for the Year ending June 30, 1908.—*Continued.*

Number.	Name of Railway.	Cars in Freight Service.								Cars in Company's Service.						Total cars in service.	Cars leased	Fast freight line service.
		Box.	Flat.	Stock.	Coal.	Tank.	Refrigerator.	Other cars in freight service.	Total.	Officers' and pay.	Gravel.	Derrick.	Caboose.	Other road.	Total.			
1	Alberta Ry. and Irrigation Co.	4	11		50				65	2			3	4	9	79		
2	Algoma Central and Hudson Bay	33	475		27			236	771	1		2	12	112	127	907		
3	Atlantic and Lake Superior	4						10	14					5	5	22		
4	Atlantic, Quebec and Western										10			12	22	26		
5	Bay of Quinté	18	126						144		20		2	3	25	180		
6	Bedlington and Nelson	1							1							2		
7	Beersville Coal and Ry. Co. (now North Shore)	1	1		3				5							6		
8	Bessemer and Barry's Bay																	
9	Brandon, Saskatchewan and Hudson Bay																	
10	British Yukon	97	76	33	12		4		222	1		1	8	3	13	250		
11	Brockville, Westport and Northwestern	8	5	2	4				19					1	2	31		
12	Buctouche and Moncton	5	38						43							45		
13	Canada Coal and Ry. Co.		2						2		6			2	8	13		
14	Canada Southern	1,462	185	42	47	35			1,771			3	75	115	193	2,058		
15	Canadian Govt. Railways—																	
	Intercolonial	6,811	3,075	148	1,787	40	144	50	12,055	8	200		119	21	348	12,830		
	Prince Edward Island	276	147	21	22		3	4	473	2				19	21	549		
16	Canadian Northern	6,088	1,108	292	73		69	200	7,830	6	4	14	104	88	216	8,234	7,389	
17	Canadian Northern Ontario	150	384	15	50		2	50	651		3	3	10	6	22	700	647	
18	Canadian Northern Quebec	590	238	59	53		4		944	1	30		15	9	55	1,039	440	
19	Canadian Pacific	31,242	6,971	2,266	2,210	4	1,016	983	44,692	39	1,554	43	777	1,129	3,542	49,879		372
20	Cape Breton		40						40							44		
21	Caraquet	5	25						30							32		
22	Carillon and Grenville		2					1	3							8		
23	Central Ontario	53	181	11	10				255	1			5		6	273		
24	Crow's Nest Southern																	
25	Cumberland Ry. and Coal Co.	2	33		485				520				1	1	2	529		
26	Dominion Atlantic	214	229	13	25				481				3	7	10	543		
27	Elgin and Havelock		7	1					8							10		
28	Esquimalt and Nanaimo																	
29	Grand Trunk	17,896	5,021	1,798	3,454	117	955		29,241	12	698	29	395	836	1,970	32,088		
30	Grand Trunk (Canada Atlantic)	1,865	356	57	84		25		2,387	1	3	1	25	59	89	2,515		
31	Halifax and Southwestern	74	264	2	7	1	2		350			1	4	18	23	406	100	

TABLE 13.—SUMMARY of Equipment for the Year ending June 30, 1908.—*Concluded.*

Number.	Name of Railway.	Cars in Freight Service.								Cars in Company's Service.						Total cars in service.	Cars leased	Fast freight line service.
		Box.	Flat.	Stock.	Coal.	Tank.	Refrigerator.	Other cars in freight service.	Total.	Officers' and pay.	Gravel.	Derrick.	Caboose.	Other road.	Total.			
32	Hampton and St. Martin's	1	6						7							9		
33	Hereford	60	10						70				3		3	75		
34	Inverness Ry. and Coal Co	8	29		148				185				3	5	8	197		
35	Irondale, Bancroft and Ottawa	2	6						8		24			1	25	35	1	
36	Kaslo and Slocan	26	7					9	42				1	5	6	51		
37	Kent Northern	1	1						2							3		
38	Kettle River Valley	5	13					10	28							28		
39	Kingston and Pembroke	7	43					2	52	1			1	1	3	67		
40	Klondyke Mines	7	16						23							25		
41	Lake Erie and Detroit River				238				238			1	24	16	41	307	197	
42	Liverpool and Milton		10						10							11		
43	Lotbinière and Megantic	2	24						26				1		1	29		
44	London and Port Stanley	30	3	3	45				81				2	1	3	87	41	
45	Manitoulin and North Shore																	
46	Massawippi Valley	350	150						500				3	3	6	519		
47	Midland Railway Co. of Manitoba	27	25						52							55		
48	Montreal and Atlantic	289	213	38			1		541				12	80	92	655		
49	Montreal and Province Line	48	25		5				78				1	3	4	85		
50	Montreal and Vermont Junction	281	143	4	28		4	1	461			2	8	3	13	492		
51	Morrissey, Fernie and Michel	7	1		57				65				1	1	2	74		
52	Nelson and Fort Sheppard	20	17						37							45		
53	New Brunswick Coal and Ry. Co	6	53		10				69				1	1	2	74		
54	New Brunswick and P. E. Island	4	41						45							48		
55	New Brunswick Southern																	
56	New Westminster Southern																	
57	Nosbonsing and Nipissing																	
58	Nova Scotia Steel and Coal Co	2	15		26				43							44		
59	Orford Mountain		11						11				1		1	15		
60	Ottawa and New York	4	14						18	5			2	1	8	30	30	
61	Philipsburg Railway and Quarry Co.															1		
62	Princeton Branch of Washington Co. Railway	25	10						35							37		
63	Père Marquette Railway	1,370	143	36	635		11		2,195			1	24	16	41	2,264	1,653	
64	Quebec Central	308	325	74			6		713	2		1	7		10	757		
65	Quebec and Lake St. John	569	281	22	69		4		945	1	15	1	11		28	1,007	200	
66	Quebec Ry., Light and Power Co.	17	79		14				110							145	1	

67	Quebec, Montreal and Southern	1,401	48						1,449			1	14	15	20	1,482		
68	Red Mountain	9	7						16				1		1	18		
69	Rutland and Noyan	50	5	2	2				59				1		1	64		
70	Salisbury and Harvey	3	29	1					33				1		1	37		
71	Schomberg and Aurora		15						15							17		
72	Stanstead, Shefford and Chambly	56	109	1	10		1		177				3	6	9	193		
73	St. Clair Tunnel												9		9	9		
74	St. Lawrence and Adirondack	75	30						105			1	3	4	8	120	105	
75	Sydney and Louisburg (Dom. Coal Co.)	16	66		1,424				1,506			1	8	1	10	1,522		
76	Temiscouata	74	61						135	1			2	4	7	150		
77	Temiskaming and Northern Ontario	50	494	10					554	2		2	13	16	33	635		
78	Thousand Islands		1						1							2		
79	Toronto, Hamilton and Buffalo	188	93	10					291	1			9	4	14	323		
80	Vancouver, Victoria and Eastern		15					248	263							267		
81	Vancouver, Westminster and Yukon																	
82	Victoria and Sydney, B. C	2	15						17				1		1	21		
83	Victoria Terminal Railway and Ferry Co.																	
84	Wabash Railroad Co. in Canada	559	22	86	94		172		933			1	29	11	41	1,008		
85	Wellington Colliery Co.	5	14		172				191		9				9	201		
86	Wellington Colliery Co. (Ladysmith Extension)		17		236				253		11		1		12	271		
87	York and Carleton		4						4							6		
	Total	72,863	21,759	5,047	11,616	197	2,423	1,804	115,709	87	2,587	109	1,748	2,649	7,180	126,915		

TABLE 14.—SUMMARY of Cars in Freight Service for the Year

Number.	Name of Railway.	Box Cars.		Flat Cars.		Stock Cars.	
		Number.	Aggregate Capacity.	Number.	Aggregate Capacity.	Number.	Aggregate Capacity.
			Tons.		Tons.		Tons.
1	Alberta Railway and Irrigation Co	4	80	11	220		
2	Algoma Central and Hudson Bay	33	1,170	475	17,245		
3	Atlantic and Lake Superior	4	60				
4	Atlantic, Quebec and Western						
5	Bay of Quinte	18	370	126	2,820		
6	Bedlington and Nelson						
7	Beersville Coal and Railway Co. (now North Shore)	1	30	1	30		
8	Bessemer and Barry's Bay						
9	Brandon, Saskatchewan and Hudson Bay						
10	British Yukon	97	1,820	76	1,400	33	660
11	Brockville, Westport and Northwestern	8	200	5	100	2	40
12	Buctouche and Moncton	5	100	38	630		
13	Canada Coal and Railway Co.			2	50		
14	Canada Southern	1,462	49,010	185	4,290	42	840
	Canadian Government Railways—						
15	Intercolonial	6,811	193,790	3,075	77,110	148	3,420
16	Prince Edward Island	276	2,760	147	1,470	21	210
17	Canadian Northern	6,088	181,150	1,108	31,580	292	8,530
18	Canadian Northern Ontario	150	4,500	384	11,520	15	450
19	Canadian Northern Quebec	590	14,745	238	5,165	59	938
20	Canadian Pacific	31,242	892,275	6,971	213,415	2,266	62,155
21	Cape Breton			40	1,500		
22	Caraquet	5	75	25	375		
23	Carillon and Grenville						
24	Central Ontario	53	1,270	181	4,620	11	320
25	Crow's Nest Southern						
26	Cumberland Railway and Coal Co	2	40	33	430		
27	Dominion Atlantic	214	4,680	229	5,305	13	230
28	Elgin and Havelock			7	70	1	10
29	Esquimault and Nanaimo						
30	Grand Trunk	17,896	479,290	5,021	128,530	1,798	46,340
31	Grand Trunk (Canada Atlantic)	1,865	50,670	356	9,290	57	1,500
32	Halifax and Southwestern	74	2,030	264	6,940	2	40
33	Hampton and St. Martins	1	20	6	120		
34	Hereford	60	1,800	10	200		
35	Inverness Railway and Coal Co	8	160	29	900		
36	Irondale, Bancroft and Ottawa	2	40	30	600		
37	Kaslo and Slocan	26	520	7	140		
38	Kent Northern	1	12	1	12		
39	Kettle River Valley	5	150	13	325		
40	Kingston and Pembroke	7	140	43	860		
41	Klondyke Mines	7	105	16	240		
42	Lake Erie and Detroit River						
43	Liverpool and Milton			10	100		
44	Lotbiniere and Megantic	2	45	24	720		
45	London and Port Stanley	30	810	3	75	3	90
46	Manitoulin and North Shore						
47	Massawippi Valley	350	3,500	150	1,500		
48	Midland Ry. Co. of Manitoba	27	270	25	250		
49	Montreal and Atlantic	289	5,725	213	5,835	38	945
50	Montreal and Province Line	48	1,440	25	750		
51	Montreal and Vermont Junction	281	8,430	143	4,290	4	120
52	Morrissey, Fernie and Michel	7	140	1	14		
53	Nelson and Fort Sheppard	20	200	17	170		
54	New Brunswick Coal and Railway Co.	6	160	53	1,330		
55	New Brunswick and P.E. Island	4	70	41	615		
56	New Brunswick Southern						
57	New Westminster Southern						
58	Nosbonsing and Nipissing						

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ending June 30, 1908, showing Number and Aggregate Capacity.

Coal Cars.		Tank Cars.		Refrigerator Cars.		Other Cars.		Total.		
Number.	Aggregate Capacity.	Number.	Aggregate Capacity.	Number.	Aggregate Capacity.	Number.	Aggregate Capacity.	Number.	Aggregate Capacity.	Number.
	Tons.		Tons.		Tons.		Tons.		Tons.	
50	1,000							65	1,300	1
27	830					328	11,520	863	30,765	2
						10	150	14	210	3
						22	745	22	745	4
								144	3,190	5
										6
3	75							5	135	7
										8
										9
12	240			4	80			222	4,200	10
4	80							19	420	11
								43	730	12
						6	120	8	170	13
47	1,080	35	710					1,771	55,930	14
1,787	27,098	40	1.000	144	3,965	50	1,500	12,055	307,883	15
22	330			3	30	4	40	473	4,840	16
73	2,600			69	2,070	200	8,405	7,830	234,330	17
50	2,500			2	60	50	2,000	651	21,030	18
53	1,325			4	100			944	22,273	19
2,210	95,190	4	80	1,016	27,410	983	29,755	44,692	1,320,280	20
								40	1,500	21
								30	450	22
										23
10	400							255	6,610	24
										25
485	5,805							520	6,275	26
25	500					7	120	488	10,835	27
								8	80	28
										29
3,454	138,680	117	2,180	955	28,540			29,241	823,560	30
84	3,010			25	750			2,387	65,220	31
7	70	1	30	2	60			350	9,170	32
								7	140	33
								70	2,000	34
148	4,440							185	5,500	35
								32	640	36
						9	180	42	840	37
								2	24	38
						10	300	28	775	39
						2	40	52	1,040	40
								23	345	41
238	7,030							238	7,030	42
								10	100	43
								26	765	44
45	1,290							81	2,265	45
										46
								500	5,000	47
								52	520	48
				1	30			541	12,535	49
5	150							78	2,340	50
28	840			4	120	1	30	461	13,830	51
57	1,710							65	1,864	52
								37	370	53
10	250							69	1,740	54
								45	685	55
										56
										57
										58

TABLE 14.—*Concluded.*—SUMMARY of Cars in Freight Service for the

Number.	Name of Railway.	Box Cars.		Flat Cars.		Stock Cars.	
		Number.	Aggregate Capacity.	Number.	Aggregate Capacity.	Number.	Aggregate Capacity.
			Tons.		Tons.		Tons.
59	Nova Scotia Steel and Coal Co.	2	30	15	150		
60	Orford Mountain			11	220		
61	Ottawa and New York	4	80	14	280		
62	Phillipsburg Ry. and Quarry Co.						
63	Princeton Branch of Washington Co. Ry.	25	750	10	300		
64	Père Marquette Ry.	1,370	44,890	143	3,910	36	1,050
65	Quebec Central	308	7,415	325	7,260	74	1,965
66	Quebec and Lake St. John	569	16,880	281	6,770	22	525
67	Quebec Ry. Light and Power Co.	17	340	79	1,580		
68	Quebec Montreal and Southern	1,401	42,030	48	960		
69	Red Mountain	9	180	7	140		
70	Rutland and Noyan	50	1,500	5	150	2	40
71	Salisbury and Harvey	3	60	29	435	1	10
72	Schomberg and Aurora			15	150		
73	Stanstead, Shefford and Chambly	56	1,680	109	3,270	1	30
74	St. Clair Tunnel						
75	St. Lawrence and Adirondack	75	1,500	30	600		
76	Sydney and Louisburg, (Dom. Coal Co.)	16	320	66	1,020		
77	Temiscouata	74	1,830	61	1,320		
78	Temiskaming and Northern Ontario	50	1,500	494	16,820	10	300
79	Thousand Islands			1	20		
80	Toronto, Hamilton and Buffalo	188	5,640	93	2,665	10	300
81	Vancouver, Victoria and Eastern			15	300		
82	Vancouver Westminster and Yukon						
83	Victoria and Sydney B.C.	2	40	15	300		
84	Victoria Terminal Ry. and Ferry Co.						
85	Wabash Railroad Co. (in Canada.)	559	17,640	22	750	86	2,520
86	Wellington Colliery Co.	5	70	14	190		
87	Wellington Colliery Co. (Ladysmith Extension.)			17	175		
88	York and Carleton			4	60		
	Total	72,862	2,048,227	21,781	592,946	5,047	133,578

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Year ending June 30, 1908, showing Number and Aggregate Capacity.

Coal Cars.		Tank Cars.		Refrigerator Cars.		Other Cars.		Total.		
Number.	Aggregate Capacity.	Number.	Aggregate Capacity.	Number.	Aggregate Capacity	Number.	Aggregate Capacity.	Number.	Aggregate Capacity.	Number.
	Tons.		Tons.		Tons.		Tons.		Tons.	
26	520							43	700	59
								11	220	60
								18	360	61
										62
								35	1,050	63
635	21,075			11	325			2,195	71,250	64
				6	180			713	16,820	65
				4	60			945	25,670	66
69	1,405							110	2,200	67
14	280							1,449	42,990	68
								16	320	69
								59	1,770	70
2	80							33	505	71
								15	150	72
10	300			1	30			177	5,310	73
										74
								105	2,100	75
								1,506	30,880	76
1,424	29,540							135	3,150	77
								554	18,620	78
								1	20	79
								291	8,695	80
						248	12,400	263	12,700	81
										82
								17	340	83
										84
94	3,720			172	5,160			933	29,790	85
172	4,410							191	4,670	86
236	4,380					11	110	264	4,665	87
								4	60	88
11,616	362,233	197	4,000	2,423	69,000	1,941	67,410	115,867	3,277,394	

TABLE 15.—Summary of Bridges, Trestles and Tunnels for the Year ending June 30, 1908.

Number.	Name of Railway.	BRIDGES.											
		STONE.				IRON.				WOODEN.			
		No.	Aggregate Length.	Minimum Length.	Maximum Length.	No.	Aggregate Length.	Minimum Length.	Maximum Length.	No.	Aggregate Length.	Minimum Length.	Maximum Length.
			Ft. In.	Ft. In.	Ft. In.		Ft. In.	Ft. In.	Ft. In.		Ft. In.	Ft. In.	Ft. In.
1	Alberta Railway and Irrigation Co.									4	615 0	80 0	300 0
2	Algoma Central and Hudson Bay					2	473 0	290 0	423 0				
3	Atlantic and Lake Superior					5	1,277 0						
4	Bedlington and Nelson												
5	Bay of Quinté					12	1,010 0			1	75 0		
6	Beersville Coal and Railway Co									1	60 0		
7	British Yukon												
8	Brockville, Westport and Northwestern					1	69 0	69 0	69 0	31	306 0	3 0	65 0
9	Buctouche and Moncton												
10	Brandon, Saskatchewan and Hudson Bay												
11	Canada Southern	32	645 9	8 0	93 0	47	6,027 5	11 0	1,735 0	3	263 0	9 6	145 6
12	Canadian Government Railways—Intercolonial					*396	37,071 0	10 0	1,785 6	94	4,583 2	12 0	497 0
13	Prince Edward Island					44	4,858 0			14	252 0		
14	Canadian Northern					11	10,690 4	350 0	1,866 5	36	4,175 8	30 0	383 9
15	Canadian Northern, Ontario					20	2,314 0	20 0	223 0				
16	Canadian Northern, Quebec					20	5,251 7	20 0	1,416 6				
17	Canadian Pacific	61	3,391 0	10 0	172 0	468	54,176 2	10 0	3,654 0	1263	78,960 4	5 0	1,880 0
18	Cape Breton	4	309 0	33 0	370 0	*270	41,731 0	20 0	1,150 0				
19	Caraquet and Gulf Shore									9	1,775 0	50 0	400 0
20	Central Ontario					11	1,134 0	34 0	490 0	1	45 0	45 0	45 0
21	Cumberland Railway and Coal Co.					5				1			
22	Crow's Nest Southern									8	2,254 0	44 0	450 0
23	Dominion Atlantic					17	4,074 8	29 0	1,207 3	7	2,263 0	40 0	580 0
24	Elgin and Havelock					3	150 0	50 0	50 0				
25	Esquimalt and Nanaimo												
26	Grand Trunk (Canada Atlantic)												
27	Grand Trunk (in Canada)	136	8,251 3	10 0	300 0	842	94,185 1	10 0	6,594 0	413	19,778 7	8 0	560 0
28	Grand Trunk Pacific (under construction)												
29	Halifax and Southwestern	1	50 0	50 0	50 0	61	5,516 3	17 0	403 0	77	1,288 0	12 0	56 0
30	Hampton and St. Martins												
31	Hereford					6	292 8	23 0	71 6	4	637 1	40 6	318 6

32	Hillcrest Railway and Coal Co															1	200	0						
33	Inverness Railway and Coal Co					9	525	0	20	0	120	0	5	52	0	8	0	14	0					
34	Irondale, Bancroft and Ottawa					1	90	0					16	575	0									
35	Kalso and Slocan												15	2,397	0	48	0	395	0					
36	Kent Northern	1	30	0																				
37	Kingston and Pembroke					10	448	0	24	0	105	0	77	731	0	4	0	47	0					
38	Klondyke Mines					2	486	11	80	0	406	11												
39	Lake Erie and Detroit River, and					9	3,217	0	55	0	1,215	0												
40	London and Port Stanley					6	1,466	0	55	0	596	0												
41	Liverpool and Milton												1	210	0									
42	Lotbinière and Megantic					1	34	0	34	0	34	0												
43	Maganetawan River																							
44	Manitoulin and North Shore												3	304	3	51	3	183	0					
45	Massawippi Valley	1	12	0									10	381	8	10	0	141	0					
46	Montreal and Atlantic					19	2,028	4	23	0	287	0	3	744	8	125	7	387	9					
47	Montreal and Province Line					1	94	0	94	0	94	0	12	955	3	8	0	724	9					
48	Montreal and Vermont Junction					1	289	3	289	3	289	3	1	25	0	25	0	25	0					
49	Midland of Manitoba												1	250	0									
50	Morrissey, Fernie and Michel												1	900	0									
51	Napierville Junction					8	255	6	13	0	55	0												
52	Nelson and Fort Sheppard					*1	500	0					1	80	0									
53	New Brunswick Coal and Railway Co					2	320	0	100	0	220	0	6	793	0	17	0	150	0					
54	New Brunswick and Prince Edward Island												7	1,035	0	52	0	350	0					
55	New Brunswick Southern					4	271	0	34	0	108	0	59	1,712	0	7	0	246	0					
56	New Westminster Southern												1	70	0	70	0	70	0					
57	Nosbonsing and Nipissing																							
58	Nova Scotia Steel and Coal Co																							
59	Orford Mountain												21	687	6	10	0	78	6					
60	Ottawa and New York					5	2,606	0	40	0	2,236	0												
6	Philipsburg Ry. and Quarry Co																							
62	Princeton Branch of the Washington Co., Ry. (U. S.)					2	721	8	253	0	468	8												
63	Quebec Bridge and Ry. Co., (under construction)																							
64	Quebec Central					47	3,420	2	15	0	646	5												
65	Quebec and Lake St. John					26	3,569	0	24	0	220	0	1	77	0									
66	Quebec Ry., Light and Power Co					14	1,230	0	13	0	300	0												
67	Quebec, Montreal and Southern					6	2,444	0	34	0	965	8												
68	Red Mountain																							
69	Rutland and Noyan																							
70	Salisbury and Harvey					1							13											
71	Schomberg and Aurora																							
72	Stanstead, Shefford and Chambly					1	112	6	112	6	112	6	5	549	0	14	0	134	0					
73	St. Clair Tunnel																							
74	St. Lawrence and Adirondack					10	1,322	0	18	0	598	0												
75	Sydney and Louisburg (Dom. Coal Co					11	567	0	12	0	330	0												
76	Temiscouata					5	834	0	54	6	292	0												
77	Temiskaming and Northern Ontario					12	2,160	8	28	0	650	8	25	7,666	0									
78	Thousand Islands					5	795	1	103	0	250	4												

*Steel.

TABLE 15.—*Continued.*—Summary of Bridges, Trestles and Tunnels for the Year ending June 30, 1908.

Number.	Name of Railway.	BRIDGES.											
		STONE.				IRON.				WOODEN,			
		No.	Aggregate Length.	Minimum Length.	Maximum Length.	No.	Aggregate Length.	Minimum Length.	Mzximum Length.	No.	Aggregate Length.	Minimum Length.	Maximum Length.
			Ft. In.	Ft. In.	Ft. In		Ft. In.	Ft. In.	Ft. In.		Ft. In.	Ft. In.	Ft. In.
79	Toronto, Hamilton and Buffalo												
80	Vancouver, Victoria and Eastern					12	1,587 6	13 6	480 0				
81	Victoria and Sidney									6	1,343 0	60 0	415 0
82	Vancouver Copper Co's. Ry												
83	Wellington Colliery Co												
84	York and Carleton					1	200 0			3	900 0	200 0	480 0
	Totals	236				2,512				2,337			

TABLE 15.—SUMMARY of Bridges, Trestles and Tunnels for the Year ending June 30, 1908.—*Continued.*

Number.	Name of Railway.	BRIDGES.								TRESTLES.			
		COMBINATION.				TOTAL.							
		No.	Aggregate Length.	Minimum Length.	Maximum Length.	No.	Aggregate Length.	Minimum Length.	Maximum Length.	No.	Aggregate Length.	Minimum Length.	Maximum Length.
			Ft. In.	Ft. In.	Ft. In.		Ft. In.	Ft. In.	Ft. In.		Ft. In.	Ft. In.	Ft. In.
1	Alberta Ry. and Irrigation Co.					4	615 0	80 0	300 0	4	3,420 0	90 0	1,515 0
2	Algoma Central and Hudson Bay	2	991 0	481 0	510 0	4	1,464 0			45	12,191 0	56 0	1,624 0
3	Atlantic and Lake Superior	2	950 0			7	2,227 0			9	1,346 0		
4	*Atlantic, Quebec and Western												
5	Bay of Quinté					13	1,070 0						
6	Bedlington and Nelson					1	75 0			12	3,407 0	65 0	767 0
7	Beersville Coal and Ry. Co												
8	British Yukon	1	150 0			1	150 0			30	2,522 4	16 0	702 4
9	Brockville, Westport and North Western	19	179 0	6 0	12 0	51	554 0			2	1,275 0	575 0	700 0
10	Brandon, Saskatchewan and Hudson Bay					1	252 0			28	3,183 0	56 0	418 0
11	Bruce Mines and Algoma												
12	Buctouche and Moncton												
13	Canada Coal and Ry. Co												
14	Canada Southern					82	6,936 2			34	2,191 6	9 0	508 0
	Canadian Govt. Railways—												
15	Intercolonial					490	41,654 2			22	9,669 4	41 0	2,964 0
16	Prince Edward Island					58	5,110 0						
17	Canadian Northern					47	14,866 0			1,500	156,115 0	8 0	3,750 0
18	Canadian Northern Ontario	2	49 0	22 0	27 0	22	2,363 0			81	9,983 0	15 0	675 0
19	Canadian Northern Quebec	11	8,460 0	16 0	3,485 6	31	13,711 7			34	4,137 0	12 0	450 0
20	Canadian Pacific	418	13,104 6	3 4	1,706 0	2,480	191,363 0			1,386	200,073 5	5 0	9,085 0
21	Cape Breton					4	309 0	33 0	370 0				
22	Caraquet and Gulf Shore					9	1,775 0	50 0	400 0				
23	Carillon and Grenville												
24	Central Ontario					12	1,179 0						
25	Crow's Nest Southern					8	2,254 0			32	9,212 0	14 0	1,702 0
26	Cumberland Ry. and Coal Co					6							
27	Dominion Atlantic					24	6,337 8			29	8,418 0		
28	Elgin and Havelock					3	150 0	50 0	50 0	6	1,070 0	30 0	400 0
29	Esquimault and Nanaimo												

* Under construction.

TABLE 15.—Summary of Bridges, Trestles and Tunnels for the Year ending June 30, 1908.—*Continued.*

Number.	Name of Railway.	BRIDGES.								TRESTLES.			
		COMBINATION.				TOTAL.							
		No.	Aggregate Length.	Minimum Length.	Maximum Length.	No.	Aggregate Length.	Minimum Length.	Maximum Length.	No.	Aggregate Length.	Minimum Length.	Maximum Length.
			Ft. In.	Ft. In.	Ft. In.		Ft. In.	Ft. In.	Ft. In.		Ft. In.	Ft, In.	Ft. In.
30	Grand Trunk (Canada Atlantic)	4	827 0	100 0	371 0	148	24,767 5						
31	Grand Trunk (in Canada)	89	7,536 0	11 0	539 0	1,480	129,750 11			28	2,336 0	24 0	525 0
32	Grand Trunk Pacific (under construction)												
33	Halifax and South Western					139	6,854 3			39	6,245 0	13 0	804 0
34	Hampton and St. Martins												
35	Hereford					10	929 9			2	478 9	119 9	359 0
36	Hillcrest Ry. Coal and Coke Co					1	200 0						
37	Inverness Ry. and Coal Co					14	577 0			14	2,139 0	48 0	420 0
38	Irondale, Bancroft and Ottawa					17	665 0						
39	Kaslo and Slocan					15	2,397 0						
40	Kent Northern					1	30 0						
41	Kettle River Valley												
42	Kingston and Pembroke					87	1,179 0			3	423 0	36 0	247 0
43	Klondyke Mines					2	486 11	80 0	406 11	15	2,965 5	32 0	425 0
44	London and Port Stanley					6	1,466 0	55 0	596 0				
	Lake Erie and Detroit River					9	3,217 0	55 0	1,215 0	92	2,250 0	8 0	245 0
45	Liverpool and Milton					1	210 0	210 0	210 0				
46	Lotbinière and Megantic					1	34 0	34 0	34 0	1	600 0		600 0
47	Maganetawan River	1	215 0	215 0	215 0	1	215 0						
48	Manitoulin and North Shore	11	2,223 0	26 0	403 0	14	2,527 3						
49	Massawippi Valley					11	393 8			7	878 5	40 0	224 0
50	Montreal and Atlantic					22	2,773 2			458	8,532 0	5 0	683 0
51	Montreal and Province Line					13	1,049 3			39	1,119 0	6 0	113 0
52	Montreal and Vermont Junction					2	314 3	25 0	289 3	5	1,122 0	18 8	25 0
53	Midland of Manitoba					1	250 0			60	6,782 0	28 0	602 0
54	Morrissey, Fernie and Michel					1	900 0			4	995 0	20 0	500 0
55	Napierville Junction					8	255 6						
56	Nelson and Fort Sheppard					2	580 0			42	5,281 0	14 0	512 0
57	New Brunswick Coal and Ry. Co					8	1,113 0			21	4,567 0	40 0	500 0
58	New Brunswick and P. E. Island					7	1,035 0	52 0	350 0				
59	New Brunswick Southern					63	1,983 0			10	732 0	28 0	220 0
60	New Westminster Southern					1	70 0	70 0	70 0	9	1,424 0		

61	Nosbonsing and Nipissing															
62	Nova Scotia Steel and Coal Co.															
63	Orford Mountain					21	687 6	10 0	78 6	3	362 0	78 0	196 0			
64	Ottawa and New York					5	2,606 0	40 0	2,236 0	16	1,187 0	30 0	107 0			
65	Philipsburg Ry. and Quarry Co.															
66	Princeton Branch of the Washington Co. Ry. (U.S.)					2	721 8	253 0	468 8	1	48 0	48 0	48 0			
67	Quebec Bridge and Ry. Co. (under construction)															
68	Quebec Central					47	3,420 2	15 0	646 5							
69	Quebec and Lake St. John					27	3,646 0	24 0	220 0	17	1,139 0	20 0	260 0			
70	Quebec Railway, Light and Power Co.					14	1,230 0	13 0	300 0	1	50 0	50 0	50 0			
71	Quebec, Montreal and Southern					6	2,444 0	34 0	965 8	23	3,890 0	22 0	1,001 0			
72	Red Mountain									8	1,511 0	14 0	432 0			
73	Rutland and Noyan															
74	Salisbury and Harvey					14	185 0									
75	Schomberg and Aurora															
76	Stanstead, Shefford and Chambly					6	661 6	14 0	134 0	24	2,165 8	11 0	1,526 6			
77	St. Clair Tunnel															
78	St. Lawrence and Adirondack					10	1,322 0	18 0	598 0							
79	Sydney and Louisburg (Dom. Coal Co.)					11	567 0	12 0	330 0	4	680 0	150 0	380 0			
80	Temiscouata	43	6,271 0	29 0	558 0	48	7,105 0									
81	Temiskaming and Northern Ontario					37	9,760 8			17	4,645 0	60 0	950 0			
82	Thousand Islands					5	795 1	103 0	250 4							
83	Toronto, Hamilton and Buffalo	2	151 10	40 0	111 10	14	1,739 4			41	1,545 0	8 0	247 0			
84	Vancouver, Victoria and Eastern					6	1,343 0	60 0	415 0	100	31,559 0	7 0	4,255 0			
85	Vancouver Copper Co.'s Ry.															
86	Victoria and Sidney									6	935 0	22 0	520 0			
87	Victoria Terminal Ry. and Ferry Co.															
88	Wellington Colliery Co.					4	1,100 0									
89	York and Carleton															
	Total	605				5,720				4,376						

TABLE 15.—*Continued*—Summary of Bridges, Trestles and Tunnels for the Year ending June 30, 1908.

Number.	Name of Railway.	Level Crossings.			Overhead Highway Crossings.							
					Bridges.		Conduits.		Trestles.		Total.	
		Guarded.	Unguarded.	Total.	No.	Height of lowest above rail.	No.	Height of lowest above rail.	No.	Height of lowest above rail.	No.	Height of lowest above rail.
						Feet In.		Feet In.		Feet In.		Feet In.
1	Alberta Railway and Irrigation Co.											
2	Algoma Central and Hudson Bay	2	10	12								
3	Atlantic and Lake Superior				3	21 0					3	21 0
4	*Atlantic, Quebec and Western											
5	Bay of Quinté		73	73	3						3	
6	Bedlington and Nelson		3	3								
7	Beersville Coal and Railway Co		3	3								
8	British Yukon											
9	Brockville, Westport and Northwestern		35	35								
10	Bruce Mines and Algoma											
11	Brandon, Saskatchewan and Hudson Bay		77	77								
12	Buctouche and Moncton		21	21								
13	Canada Coals and Railway Co	9	3	12								
14	Canada Southern	28	412	440	1	22 0			16	21 0	17	21 0
15	Canada Government Railways :—											
16	Intercolonial	23	934	957	33	18 9					33	18 9
17	Prince Edward Island		1,018	1,018	2	16 6					2	16 6
18	Canadian Northern	3	36	39								
19	Canadian Northern Ontario				1	21 0			5	22 6	6	21 0
20	Canadian Northern Quebec	3		3								
21	Canadian Pacific	2,888	3,538	6,426	61	15 8			20	19 2	81	15 8
22	Cape Breton		12	12								
23	Caraquet		21	21								
24	Carillon and Grenville	1	8	9	1	16 0					1	16 0
25	Central Ontario		105	105								
26	Crow's Nest Southern		6	6								
27	Cumberland Railway and Coal Co	17		17								
28	Dominion Atlantic	2	230	232	5	22 0					5	22 0
29	Elgin and Havelock		12	12								

*Under construction.

30	Esquimalt and Nanaimo												
31	Grand Trunk (Canada Atlantic)	11	309	320	5	20 6					5	20 6	
32	Grand Trunk, in Canada	99	3,001	3,100	48	16 6			177	16 6	225	16 6	
33	*Grand Trunk Pacific												
34	Gulf Shore												
35	Halifax and Southwestern		239	239									
36	Hamilton and St. Martin's		21	21									
37	Hereford		29	29									
38	Hillcrest Railway, Coal and Coke Co		3	3									
39	Inverness Railway and Coal Co		59	59									
40	Irondale, Bancroft and Ottawa		17	17									
41	Kaslo and Slocan		9	9									
42	Kent Northern		2	2									
43	Kettle River Valley												
44	Kingston and Pembroke		56	56	1	16 5					1	16 5	
45	Klondyke Mines												
46	London and Port Stanley	10	255	265									
47	Liverpool and Milton	2	33	35					4	20 0	4	20 0	
48	Lake Erie and Detroit River												
49	Lotbinière and Megantic		9	9									
50	Maganetawan River		4	4									
51	Manitoulin and North Shore												
52	Massawippi Valley	1	28	29	1	17 2					1	17 2	
53	Montreal and Atlantic		182	182					1	18 10	1	18 10	
54	Montreal and Province Line		38	38									
55	Montreal and Vermont Junction		23	23									
56	Morrissey, Fernie and Michel		2	2									
57	Midland of Manitoba		120	120									
58	Nakusp and Slocan												
59	Napierville Junction		18	18									
60	Nelson and Fort Sheppard		5	5									
61	New Brunswick Coal and Railway Co												
62	New Brunswick and P. E. Island		26	26									
63	New Brunswick Southern		55	55									
64	New Westminster Southern		25	25									
65	Nosbonsing and Nipissing		2	2	2	22 0					2	22 0	
66	Nova Scotia Steel and Coal Co		4	4									
67	Orford Mountain		43	43									
68	Ottawa and New York		69	69					1	20 0	1	20 0	
69	Philipsburg Railway and Quarry Co												
70	Princeton Branch of Washington Co. Railway												
71	Quebec Central		115	115									
72	Quebec and Lake St. John	1		1					2	11 0	2	11 0	
73	Quebec Railway, Light and Power Co		17	17									
72	Quebec, Montreal and Southern		98	98									
73	Red Mountain		7	7									
74	Rutland and Noyau												
75	Salisbury and Harvey								2	15 0	2	15 0	
76	Schomberg and Aurora												
77	Stanstead, Shefford and Chambly		44	44									

TABLE 15.—SUMMARY of Bridges, Trestles and Tunnels for the Year ending June 30, 1908—*Continued.*

Number.	Name of Railway.	Level Crossings.			Overhead Highway Crossings.							
					Bridges.		Conduits.		Trestles.		Total.	
		Guarded.	Unguarded.	Total.	No.	Height of lowest above rail.	No.	Height of lowest above rail.	No.	Height of lowest above rail.	No.	Height of lowest above rail.
		No.	No.	No.		Ft. In.		Ft. In.		Ft. In.		Ft. In.
78	St. Clair Tunnel											
79	St. Lawrence and Adirondack	2	33	35					1	20 0	1	20 0
80	Sydney and Louisburg (Dom. Coal Co.)				2	16 6					2	16 6
81	Temiscouata		37	37	2	16 0					2	16 0
82	Temiscaming and Northern Ontario		50	50								
83	Thousand Islands		20	20								
84	Toronto, Hamilton and Buffalo	7	132	139					7	21 6	7	21 6
85	Vancouver Copper Co.'s Railway											
86	Vancouver, Victoria and Eastern	3	51	54	2	22 0					2	22 0
87	Vancouver, Westminster and Yukon											
88	Victoria and Sidney		17	17					1		1	
89	Victoria Terminal Railway and Ferry Co		14	14								
90	Wellington Colliery Co's. Railway	3	6	9								
91	York and Carleton											
	Final Total	3,115	11,884	14,999	173				237		410	

TABLE No. 15 *(Concluded)*.—Summary of Bridges, Trestles and Tunnels for the Year ending June 30, 1908.

Number.	Name of Railway.	Overhead Railway Crossings.								Tunnels.	
		Bridges.		Conduits.		Trestles.		Total.			
		No.	Height of lowest above rail.	No.	Height of lowest above rail.	No.	Height of lowest above rail.	No.	Height of lowest above rail.	No.	Height of lowest above rail.
			Ft. In.		Ft. In.		Ft. In.		Ft. In.		Ft. In.
1	Alberta Railway and Irrigation Co										
2	Algoma Central and Hudson Bay	1	16 2					1	16 2		
3	Atlantic and Lake Superior										
4	*Atlantic, Quebec and Western										
5	Bay of Quinté	2						2			
6	Bedlington and Nelson										
7	Beersville Coal and Railway Co										
8	Brandon, Saskatchewan and Hudson Bay										
9	British Yukon										
10	Brockville, Westport and Northwestern	1	32 5					1	32 5		
11	Bruce Mines and Algoma										
12	Buctouche and Moncton										
13	Canada Coals and Railway Co										
14	Canada Southern	2	21 4					2	21 4		
15	Canadian Government Railways—										
16	Intercolonial	1	16 8					1	16 8	1	
17	Prince Edward Island										
18	Canadian Northern										
19	Canadian Northern Ontario	3	22 10					3	22 10		
20	Canadian Northern Quebec										
21	Canadian Pacific	38	14 6			5	16 0	43	16 0	54	17 6
22	CapeBreton										
23	Caraquet and Gulf Shore										
24	Carillon and Grenville										
25	Central Ontario	1	20 1½					1	20 1½		
26	Crow's Nest Southern									1	201 0
27	Cumberland Railway and Coal Co										
28	Dominion Atlantic										
29	Elgin and Havelock										
30	Esquimault and Nanaimo										

* Under construction.

TABLE No. 15. (*Concluded*).—Summary of Bridges, Trestles and Tunnels for the Year ending June 30, 1908.

Number.	Name of Railway.	Overhead Railway Crossings.								Tunnels.	
		Bridges.		Conduits.		Trestles.		Total.			
		No.	Height of lowest above rail.	No.	Height of lowest above rail.	No.	Height of lowest above rail.	No.	Height of lowest above rail.	No.	Height of lowest above rail.
			Ft. In.		Ft. In.		Ft. In.		Ft. In.		Ft. In.
31	Grand Trunk (Canada Atlantic)	4	22 0					4	22 0		
32	Grand Trunk	102	16 4	1	21 3½	2	21 3½	105	16 4		
33	*Grand Trunk Pacific										
34	Halifax and Southwestern										
35	Hampton and St. Martin's										
36	Hereford										
37	Hillcrest Railway, Coal and Coke Co										
38	Inverness Railway and Coal Co			1	50 0			1	50 0		
39	Irondale, Bancroft and Ottawa										
40	Kaslo and Slocan										
41	Kent Northern										
42	Kettle River Valley										
43	Kingston and Pembroke										
44	Klondike Mines										
45	Lake Erie and Detroit River										
46	Liverpool and Milton										
47	Lotbinière and Megantic										
48	Maganetawan River										
49	Manitoulin and North Shore										
50	Massawippi Valley										
51	Midland of Manitoba										
52	Montreal and Atlantic										
53	Montreal and Province Line										
54	Montreal and Vermont Junction										
55	Morrissey, Fernie and Michel										
56	Nelson and Fort Sheppard										
57	New Brunswick Coal and Railway Co										
58	New Brunswick and Prince Edward Island										
59	New Brunswick Southern										
60	New Westminster Southern										
61	Nova Scotia Steel and Coal Co										

62	Nosbonsing and Nipissing					1	46 5	1	46 5			
63	Orford Mountain											
64	Ottawa and New York											
65	Philipsburg Railway and Quarry Co.											
66	Princeton Branch of the Washington Co. Ry., U.S.A.											
67	*Quebec Bridge and Railway Co											
68	Quebec Central											
69	Quebec and Lake St. John											
70	Quebec Railway, Light and Power Co											
71	Quebec, Montreal and Southern											
72	Red Mountain											
73	Rutland and Noyan											
74	Salisbury and Harvey											
75	Schomberg and Aurora											
76	Stanstead, Shefford and Chambly											
77	St. Clair Tunnel											
78	St. Lawrence and Adirondack											
79	Sydney and Louisburg (Dominion Coal Co)	1	16 5			1	16 6	2	16 5			
80	Temiscouata											
81	Temiskaming and Northern Ontario											
82	Thousand Islands											
83	Toronto, Hamilton and Buffalo	2	18 8½					2	18 8½	1	1,903·4	
84	Vancouver, Victoria and Eastern									4	1,479·0	
85	Vancouver Copper Company's Railway											
86	Victoria and Sydney											
87	Victoria Terminal Railway and Ferry Co											
88	Wellington Colliery Company's Railway											
89	York and Carleton											
	Total	158		2		9		169		62		

* Under construction.

TABLE 16A.—Summary of Accidents to Persons for the

A,—ACCIDENTS RESULTING FROM THE MOVEMENT

PASSEN-

Number.	NAME OF RAILWAY.	KIND OF									
		COLLISIONS.		DERAILMENTS.		PARTING OF TRAINS.		LOCOMOTIVES OR CARS BREAKING DOWN.		FALLING FROM TRAINS, LOCOMOTIVES OR CARS.	
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1	Canada Southern	...	.....	.....	.....	....	....	.....	.....	.....	....
	Canadian Government Railways—										
2	Intercolonial	....	5	.....	10	.....	.....	.....	.....	1	4
3	Prince Edward Island	..	1	.....	.....	.....	.....	.....	.....	...	.....
4	Canadian Northern	....	.....	.....	.....	.....	.....	.....	.....	.....	.....
5	Canadian Pacific	2	35	8	56	.....	.....	.....	.....	3	12
6	Grand Trunk	....	34	...	31	.....	1	.....	.....	2	4
7	Kingston and Pembroke	....	.....	.....	....	.....	.....	.....	.....	.....	.....
8	Montreal and Atlantic	....	.....	.....	.....	.....	.....	.....	.....	.....	.....
9	Montreal and Province Line	....	.....	....	.....	.....	.....	.....	.....	.....	.....
10	Morrissey, Fernie and Michel	....	.....	.....	.....	.....	.....	.....	.....	.....	.....
11	Nelson and Fort Sheppard	....	.....	.....	7	.....	.....	.....	.....	.....	....
12	Quebec Ry., Light and Power Co.	....	.....	.....	.....	.....	.....	.....	.....	.....	.....
13	Temiscaming and Northern Ontario	...	.....	.....	.....	....	.....	.....	.....	.....	.....
14	Toronto, Hamilton and Buffalo	....	.....	.....	.....	.....	.....	.....	.....	.....	.....
15	Wabash Railway, in Canada	....	13	.....	27	...	.....	.....	.....	.....	.....
	Total	2	88	8	131	....	1	.....	.....	6	20

Postai Clerks, Express and Pullman Employees—Injured, 3. C.P.R.: Injured, 6; killed, 3. G.T.R.

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Year ending June 30, 1908, showing kind of Accident.

OF TRAINS, LOCOMOTIVES OR CARS.

GERS.

ACCIDENT.

JUMPING ON OR OFF TRAINS, LOCOMOTIVES OR CARS.		STRUCK BY TRAINS, LOCOMOTIVES OR CARS.						OTHER CAUSES.		TOTAL ACCIDENTS TO PASSENGERS.		
		At Highway Crossings.		At Stations.		At other points along Track.						
Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Number.
	1										1	1
	6								2	1	27	2
											1	3
1	3							1	5	2	8	4
3	21			2		1			20	19	144	5
1	15			1	4	1	1		12	5	102	6
	1										1	7
									1		1	8
									1		1	9
	1										1	10
					1						8	11
	1										1	12
1										1		13
	1										1	14
											40	15
6	50			3	5	2	1	1	41	28	337	

Injured, 6. Wabash Railway: Injured, 1. Total—Injured, 16; killed, 3.

TABLE 16 B.—Summary of Accidents to Persons for the

A.— ACCIDENTS RESULTING FROM THE MOVE

EMPLOYEES—

Number.	NAME OF RAILWAY.	KIND OF									
		Coupling or Uncoupling.		Collisions.		Derailments.		Parting of Trains.		Locomotives or Cars Breaking Down.	
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1	Bay of Quinté		1								
2	Canada Coals and Railway Co.						2				
3	Canada Southern	1	9		3		2				
	Canadian Government Railways—										
4	Intercolonial	2	21		4		2			1	1
5	Prince Edward Island		1								
6	Canadian Northern		8			1	1		1		2
7	Canadian Northern Ontario						1				
8	Canadian Northern Quebec		1								
9	Canadian Pacific	7	52	13	19	7	18		3		8
10	Crow's Nest Southern				1						
11	Dominion Atlantic		2								
12	Grand Trunk	5	36	6	25	3	9		5		4
13	Grand Trunk (Canada Atlantic)		4	1	4	2	5				
14	Hereford										
15	Lake Erie and Detroit River										
16	Massawippi Valley										
17	Montreal and Atlantic		1								
18	Montreal and Province Line										
19	Montreal and Vermont Junction										
20	Morrissey, Fernie and Michel		2								
21	Nelson and Fort Sheppard										
22	Orford Mountain										
23	Quebec Central		1			1	1				
24	Quebec Ry., Light and Power Co.										
25	Quebec and Lake St. John		1	1	2	1	3				
26	Quebec, Montreal and Southern								1		
27	Salisbury and Harvey										
28	Stanstead, Shefford and Chambly										
29	Sydney and Louisburg	1	1								
30	Temiscouata		5								
31	Temiscaming & Northern Ontario										
32	Thousand Islands		1								
33	Vancouver, Victoria and Eastern		2				2				
34	Wabash Railway, in Canada		2	2	6		1				
35	Wellington Colliery Co										
	Total	16	151	23	64	15	47		10	1	15

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MENT OF TRAINS, LOCOMOTIVES OR CARS.

TRAINMEN.

ACCIDENT.												
Falling from Trains, Locomotives or Cars.		Jumping on or off Trains, Locomotives or Cars.		Struck by Trains, Locomotives or Cars.		Overhead Obstructions.		Other Causes.		Total Accidents to Trainmen.		
Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Number.
	1								1		3	1
											2	2
	12	1	2	1	1				13	3	42	3
1	7		3	1					13	5	51	4
			2	1					3	1	6	5
3	3		3	2	1	1			17	7	36	6
											1	7
	1		3		1				5		11	8
11	53		27	6	17		3	3	65	47	265	9
											1	10
											2	11
4	56	3	25	5	20		9	3	69	29	258	12
	2		1					1	3	4	19	13
									2		2	14
		1	2							1	2	15
									2		2	16
	4		1						3		9	17
1									2	1	2	18
									4		4	19
											2	20
									3		3	21
					1						1	22
										1	2	23
	1		1						1	2	7	25
	1										2	26
			1								1	27
			1						1		2	28
	1				1				2	1	5	29
											5	30
			1								1	31
											1	32
1			1						7	1	12	33
1	1							3	5	6	15	34
	1										1	35
22	144	5	74	16	42	1	12	10	221	109	780	

Table 16, C.—Summary of Accidents to Persons

A.—Accidents resulting from the Movement

EMPLOYEES—

Number.	Name of Railway.	Kind of									
		Coupling or Uncoupling.		Collisions.		Derailments.		Parting of Trains.		Locomotives or cars breaking down.	
		Killed	Injured.	Killed	Injured.	Killed	Injured.	Killed	Injured.	Killed	Injured.
1	Algoma Central and Hudson Bay										
2	Bay of Quinté										1
3	Canada Southern										
	Canadian Government Railways:										
4	Intercolonial				3						
5	Prince Edward Is and										
6	Canadian Northern										
7	Canadian Northern Ontario										
8	Canadian Northern Quebec										
9	Canadian Pacific				4		1				
10	Crow's Nest Southern										
11	Grand Trunk										
12	Inverness Railway and Coal Co										
13	Massawippi Valley										
14	New Brunswick Southern										
15	Stanstead, Shefford and Chambly						1				
16	Toronto, Hamilton and Buffalo										
17	Wabash Railway in Canada										
	Total				7		2				1

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OF TRAINS, LOCOMOTIVES OR CARS.

TRACKMEN.

ACCIDENT.												
Falling from Trains, Locomotives or Cars.		Jumping on or off Trains, Locomotives or Cars.		Struck by Trains, Locomotives or Cars.		Overhead Obstructions.		Other Causes.		Total Accidents to Trackmen.		Number.
Killed	Injured.	Killed	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
			1								1	1
					1				1		3	2
			2	4	1				1	4	4	3
				1	2				1	1	6	4
			2								2	5
1					2				1	1	3	6
	1				2						3	7
									1		1	8
2	11		9	21	11	1	2	1	37	25	75	9
	1										1	10
				1	5					1	5	11
	1										1	12
					1						1	13
			1								1	14
											1	15
			1								1	16
									2		2	17
3	14		16	27	25	1	2	1	44	32	111	

TABLE 16, D.—Summary of Accidents to Persons for the

A.—ACCIDENTS RESULTING FROM THE MOVEMENT

EMPLOYEES—

Number.	NAME OF RAILWAY.	KIND OF									
		Coupling or Uncoupling.		Collisions.		Derailments		Parting of Trains.		Locomotives or Cars breaking down.	
		Killed	Injured.	Killed	Injured.	Killed	Injured.	Killed	Injured.	Killed	Injured.
1	Canada Southern										
2	Canadian Northern		2								
3	Canadian Pacific	2	4								
	Total	2	6								

EMPLOYEES—SWITCH TENDERS

1	Canadian Northern		6								
2	Canadian Pacific		4								
3	Grand Trunk		8								
4	Vancouver, Victoria and Eastern						1				
5	Wabash Railway in Canada										
	Total		18				1				

EMPLOYEES—

1	Canada Southern		1								
2	Canadian Northern						1				
3	Canadian Northern Quebec										
4	Canadian Pacific	1	1				1				
5	Toronto, Hamilton and Buffalo				2						
	Total	1	2		2		2				

EMPLOYEES—

1	Canadian Northern										
2	Canadian Pacific										
3	Grand Trunk			1	2						
	Total			1	2						

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OF TRAINS, LOCOMOTIVES OR CARS.

STATION MEN.

ACCIDENT.												
Falling from Trains Locomotives or Cars.		Jumping on or off Trains Locomotives or Cars.		Struck by Trains, Locomotives or Cars.		Overhead Obstructions.		Other Causes.		Total Accidents. to Station men.		Number.
Killed	Injured.	Killed	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
			1						1		2	1
			3		1						6	2
1	3				1				5	3	13	3
1	3		4		2				6	3	21	

CROSSING TENDERS AND WATCHMEN.

1	2					1				2	8	1
			1	1				2	5	3	10	2
	3			5	7			1	2	6	20	3
											1	4
									1		1	5
1	5		1	6	7	1		3	8	11	40	

SHOPMEN.

											1	1
					1				1		3	2
									8		8	3
	1		1	3	1			1	13	5	18	4
									1		3	5
	1		1	3	2			1	23	5	33	

TELEGRAPH EMPLOYEES.

			1								1	1
				1					1	1	1	2
										1	2	3
			1	1					1	2	4	

TABLE 16, D. (*Concluded*).—Summary of Accidents to Persons

ACCIDENTS RESULTING FROM THE MOVEMENT

EMPLOYEES

Number.	NAME OF RAILWAY.	KIND OF							
		Coupling or Uncoupling.		Collisions.		Derailments.		Parting of Trains.	
		Killed	Injured.	Killed	Injured.	Killed	Injured.	Killed	Injured.
1	Canada Southern								
	Canadian Government Rys.—								
2	Intercolonial						1		
3	Canadian Northern								
4	Canadian Northern Quebec								
5	Canadian Pacific				2		4	1	
6	Central Ontario								
7	Crow's Nest Southern								
8	Grand Trunk	1	4	1	3				
9	Kingston and Pembroke								
10	Massawippi Valley								1
11	Nelson and Fort Sheppard								
12	New Westminster Southern								
13	Temiscouata								
14	Temiscaming & Northern Ontario						1		
15	Vancouver, Victoria and Eastern						1		
16	Wabash Railway in Canada		2				1		
	Total	1	6	1	5		8	1	1

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for the Yaer ending June 30, 1908, showing kind of Accident.

OF TRAINS, LOCOMOTIVES OR CARS.

OTHER EMPLOYEES.

ACCIDENT.												Total Accidents to other Employees.		
Locomotives or Cars breaking down.		Falling from Trains, Locomotives or Cars.		Jumping on or off trains, Locomotives or Cars.		Struck by Trains, Locomotives or Cars.		Overhead Obstructions.		Other Causes.				
Killed	Injured.	Killed	Injured.	Killed	Injured.	Killed	Injured.	Killed	Injured.	Killed	Injured.	Killed	Injured.	Number.
						2	1					2	1	1
			1			2					2	2	4	2
			1		2		3				4		10	3
											1		1	4
		1	3	1	2	2	8			1	7	6	26	5
						1						1		6
			1				1						2	7
		4	4	1	6	20	20				16	27	53	8
				1							1	1	1	9
						1					1	1	2	10
			2								1		3	11
			3										3	12
											1		1	13
													1	14
			3		1						2		7	15
							3				1		7	16
		5	18	3	11	28	36			1	37	40	122	

TABLE 16, E.—Summary of Accidents to Persons for the Year ending June 30, 1908, showing kind of Accident.

A.—ACCIDENTS RESULTING FROM THE MOVEMENT OF TRAINS, LOCOMOTIVES OR CARS.

OTHER PERSONS—TRESPASSING.

Number.	Name of Railway.	Kind of Accident.																Total Accidents to other Persons—Trespassing.	
		Collisions.		Derailments.		Falling from Trains, Locomotives or Cars.		Jumping on or off Trains, Locomotives or Cars.		Struck by Trains, Locomotives, or Cars—						Other causes.			
										At Highway Crossings.		At Stations.		At other Points along Track.					
		Killed	Injured	Killed	Injured.	Killed	Injured.	Killed	Injured.	Killed	Injured.	Killed	Injured.	Killed	Injured.	Killed	Injured.	Killed	Injured.
1	Algoma Central and Hudson Bay													1				1	
2	Bay of Quinté													1				1	
3	Canada Southern					1			1					4	4			5	5
	Canadian Government Rys.—																		
4	Intercolonial						2	4	7			2	2	15	7			21	18
5	Prince Edward Island								1										1
6	Canadian Northern								1	1				9	2	1	2	11	5
7	Canadian Northern, Ontario													2				2	
8	Canadian Pacific		2			2	5	4	3			7	3	17	9	5	8	35	30
9	Grand Trunk						5	4	13	9	7		4	50	22	5	2	68	53
10	Montreal and Atlantic											1		1				2	
11	Morrissey, Fernie and Michel													2				2	
12	Ottawa and New York								1										1
13	Quebec Central											2						2	
14	Quebec Ry. Light and Power Co.													1	2			1	2
15	Quebec and Lake St. John													1				1	
16	Quebec, Montreal and Southern													1				1	
17	Stanstead, Shefford and Chambly						1												1
18	Temiscaming & Northern Ontario													1	1			1	1
19	Toronto, Hamilton and Buffalo								1										1
20	Wabash Railway in Canada					1	1							1	1			2	2
	Final Total		2			4	14	12	28	10	7	12	9	107	48	11	12	156	120

OTHER PERSONS—NOT TRESPASSING.

1	Bay of Quinté									1								1		
2	Canada Southern									1	2							1	2	
	Canadian Government Rys.—																			
3	Intercolonial					1				2	1			1				4	1	
4	Prince Edward Island												1						1	
5	Canadian Northern						2				1		1	1	1			2	1	6
6	Canadian Pacific			1			2		1			1		1		1		4	3	8
7	Dominion Atlantic										1									1
8	Grand Trunk				1		1			10	30		2					1	10	35
9	Massawippi Valley										1									1
10	Sydney and Louisburg										2			1					1	2
11	Toronto, Hamilton and Buffalo									1									1	
12	Wabash Railway in Canada										2									2
	Final Total			1	1	1	5		1	15	40	1	4	4	1			7	22	59

TABLE 16F.—Summary of Accidents to Persons for the Year ending June 30, 1908, showing Kind of Accident.

B. ACCIDENTS ARISING FROM CAUSES OTHER THAN THOSE RESULTING FROM THE MOVEMENT OF TRAINS, LOCOMOTIVES, OR CARS.

PASSENGERS AND OTHER PERSONS.

Number.	Name of Railway.	Passengers.				Total Accidents to Passengers.		Other Persons.				Total Accidents to Other Persons.	
		Kind of Accident.						Kind of Accident.					
		Getting on or off Locomotives or Cars at rest.		Other Causes.				Handling Traffic.		Other Causes.			
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1	Algoma Central and Hudson Bay									1		1	
2	Canada Southern										24		24
3	Canadian Pacific		3		3		6				1		1
4	Grand Trunk				2		2		1	2	1	2	*2
	Total		3		5		8		1	3	26	3	27

TABLE 16G.—Summary of Accidents to Persons for the

B. ACCIDENTS ARISING FROM CAUSES OTHER THAN THOSE RESULTING

EMPLOYEES—STATION

Number.	Name of Railway.	STATION MEN.									
		Kind of Accident.									
		Handling Traffic.		Handling Tools, Machinery, &c.		Handling Supplies, &c.		Getting on or off Locomotives or Cars at rest.		Other Causes.	
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1	Bay of Quinté		1								
2	Canada Southern										2
	Canadian Govt. Ry.—										
3	Prince Edward Island										
4	Canadian Northern		1		1					1	1
5	Canadian Northern Ontario										
6	Canadian Northern Quebec		1								
7	Canadian Pacific		18		2		1				7
8	Grand Trunk		5								1
9	Montreal and Atlantic										1
10	Quebec Ry. Light and Power Co.		1								
11	Temiscouata		1								
12	Toronto, Hamilton and Buffalo		1								
	Total		29		3		1			1	12

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FROM THE MOVEMENT OF TRAINS, LOCOMOTIVES, OR CARS.

MEN AND SHOPMEN.

Total Accidents to Station Men.		Shopmen.										Total Accidents to Shopmen.		
		Kind of Accident.												
		Handling Traffic.		Handling Tools, Machinery, &c.		Handling Supplies, &c.		Getting on or off Locomotives or cars at rest.		Other Causes.				
Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Number.
	1										1		1	1
	2				13		8		1		5		27	2
					15				1		4		20	3
1	3				23						1		24	4
					2								2	5
	1													6
	28		5	2	102		8		3	2	20	4	138	7
	6			1	11	1	2				6	2	19	8
	1				6		3		1		1		11	9
	1				1								1	10
	1		5										5	11
	1				1		2						3	12
1	45		10	3	174	1	23		6	2	38	6	251	

TABLE 16H.—Summary of Accidents to Persons for the

B. ACCIDENTS ARISING FROM CAUSES OTHER THAN THOSE RESULTING

EMPLOYEES—TRACKMEN

Number.	Name of Railway.	TRACKMEN.									
		Kind of Accident.									
		Handling Traffic.		Handling Tools, Machinery, &c.		Handling Supplies, &c.		Getting on or off Locomotives or Cars at rest.		Other Causes.	
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1	Algoma Central and Hudson Bay										
2	Bay of Quinté						2				
3	Canada Southern						2				4
	Canadian Govt. Ry.—										
4	Prince Edward Island				7						1
5	Canadian Northern		1				3				3
6	Canadian Northern Ontario								2		
7	Canadian Northern Quebec									1	
8	Canadian Pacific				26		41			2	51
9	Crow's Nest Southern										
10	Grand Trunk			1	1		27		1		9
11	Midland of Manitoba										1
12	Montreal and Atlantic										4
13	Montreal and Province Line										
14	New Westminster Southern										
15	Quebec Ry. Light and Power Co.				2						
16	Quebec and Lake St. John										
17	Quebec, Montreal and Southern										
18	Red Mountain										
19	Stanstead, Shefford and Chambly				1						
20	Temiscouata										3
21	Temiskaming and Northern Ontario										
22	Thousand Islands						3				
23	Vancouver, Victoria and Eastern										1
	Total		1	1	37		78		3	3	77

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FROM THE MOVEMENT OF TRAINS, LOCOMOTIVES, OR CARS.

AND OTHER EMPLOYEES.

Total Accidents to Trackmen.		Other Employees.										Total Accidents to other Employees.		
		Kind of Accident.												
		Handling Traffic.		Handling Tools, Machinery, &c.		Handling Supplies, &c.		Getting on or off Locomotives or cars at rest.		Other Causes.				
Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Number.
			1							1		1	1	1
	2		1										1	2
	6				3		1		9	2	10	2	23	3
	8		2										2	4
	7		2		3		5			2	12	2	22	5
	2													6
1										1		1		7
2	118		23		21		11			2	32	2	87	8
							3				3		6	9
1	38		13	2	1				3		12	2	29	10
	1									1	2	1	2	11
	4													12
											1		1	13
							4						4	14
	2													15
			1										1	16
											2		2	17
											1		1	18
	1										2		2	19
	3													20
					1						1		2	21
	3													22
	1		1								3		4	23
4	196		41	2	29		24		12	9	81	11	190	

ELECTRIC RAILWAY

No. 1.—Summary Statement of Capital of Electric

Number.	Name of Railway.	Length of Line Completed and Rails Laid.	Ordinary Share Capital.		
			Authorized.	Subscribed.	Paid up.
		Miles.	$ cts.	$ cts.	$ cts.
1	Berlin and Waterloo	3·12			
2	Leased Line—Berlin and Bridgeport	2·38	50,000 00		17,000 00
3	Brantford Street	7·00	200,000 00	200,000 00	200,000 00
4	Brantford and Hamilton Electric	23·00		300,000 00	300,000 00
5	British Columbia	78·93	34,728 62	2,986,196 00	2,986,196 00
6	Cape Breton	11·90	1,000,000 00	1,000,000 00	1,000,000 00
7	*Chatham, Wallaceburg and Lake Erie	21·50	1,100,000 00	484,625 00	484,625 00
8	Cornwall Street	6·50	100,000 00	100,000 00	100,000 00
9	Egerton Tramway Co., N.S.	8·10	390,000 00	250,000 00	250,000 00
10	Galt, Preston and Hespeler	9·00	100,000 00	49,850 00	31,310 00
11	Leased Line—Preston to Berlin	10·75	100,000 00	1,000 00	1,000 00
12	Grand Valley	23 50	2,000,000 00	700,000 00	700,000 00
13	Guelph Radial	6·00	131,000 00	131,000 00	126,000 00
14	Halifax Tramway	12·13	650,000 00	500,000 00	500,000 00
15	Hamilton and Dundas	7·25	100,000 00	100,000 00	100,000 00
16	Hamilton, Grimsby and Beamsville	22·00	200,000 00	200,000 00	200,000 00
17	Hamilton Radial	24·75	36,250 00	36,250 00	36,250 00
18	Hamilton Street	22·00	205,000 00	205,000 00	205,000 00
19	Hull	16·75	300,000 00	292,700 00	292,000 00
20	International Transit Co.	3·37	150,000 00	150,000 00	150,000 00
21	Kingston, Portsmouth and Cataraqui	8·00	40,000 00	40,000 00	40,000 00
22	Levis County	10 25	250,000 00	250,000 00	250,000 00
23	London Street	26·46	750,000 00	550,000 00	544,640 00
24	Montreal Park and Island	23·60	1,000,000 00	720,900 00	720,900 00
25	Montreal Street	71·82	18,000,000 00	9,000,000 00	9,000,000 00
26	Montreal Terminal	20·89	5,000,000 00	1,000,000 00	1,000,000 00
27	Nelson Tramway Co	3·00	250,000 00	250,000 00	250,000 00
28	Niagara Falls, Park and River	11·75	1,000,000 00	600,000 00	600,000 00
29	Niagara, St. Catharines and Toronto	30·00	1,000,000 00	925,000 00	925,000 00
30	Niagara Falls, Wesley Park and Clifton	4·50	100,000 00	50,000 00	50,000 00
31	Oshawa	8·83	200,000 00	40,000 00	40,000 00
32	Ottawa	23·38	2,000,000 00	1,247,700 00	1,247,700 00
33	Peterborough Radial	6·00	500,000 00	100,000 00	100,000 00
34	Port Arthur Street	9·00			
35	Port Dalhousie, St. Catharines and Thorold	8·17	100,000 00	100,000 00	77,500 00
36	Quebec Ry., Light & Power Co. (Citadel)	17·22	2,500,000 00	1,000,000 00	1,000,000 00
37	Quebec Ry., Light & Power Co., (Montmorency)	25·00	2,500,000 00	2,500,000 00	2,500,000 00
38	Sandwich, Windsor and Amherstburg	35·44	500,000 00	350,000 00	297,000 00
39	Sarnia	8·00	100,000 00	87,200 00	84,317 50
40	Sherbrooke Street	7·00	200,000 00	200,000 00	200,000 00
41	South-western Traction Co	28·50	1,000,000 00	464,000 00	437,726 00
42	St. John	12·50	1,000,000 00	800,000 00	800,000 00
43	St. Stephen, N.B	7·00	100,000 00	100,000 00	100,000 00
44	St Thomas Street	7·50			
45	Sydney and Glace Bay	18·80	500,000 00	500,000 00	500,000 00
46	Toronto Street	52·39	8,000,000 00	8,000,000 00	8,000,000 00
47	Toronto Suburban	9·81	1,000,000 00	80,000 00	80,000 00
48	Toronto and York Radial	78·05	2,000,000 00	2,000,000 00	2,000,000 00
49	Windsor, Essex and Lake Shore Rapid	37·28	750,000 00	750,000 00	750,000 00
50	Windsor and Tecumseh				
51	Winnipeg Street	52·66	6,000,000 00	6,000,000 00	5,996,894 00
52	Woodstock, Thames Valley and Ingersoll	11·50	300,000 00	100,000 00	100,000 00
53	Yarmouth Street	2·00	100,000 00	54,500 00	54,500 00
	Totals	992·03	66,845,112 00	45,545,921 00	45,425,558 50

* 14 miles under construction.

STATISTICS.

Railways, for the Year ended June 30, 1908.

Preference Share Capital.			Bonded Debt.			
Authorized.	Subscribed.	Paid up.	Authorized.	Issued.	Sold.	Rate of Interest.
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	Per Cent.
			103,200 00	103,200 00	103,200 00	
					2,200 00	
			125,000 00	125,000 00	125,000 00	5
3,959,774 00	3,473,108 00	3,473,108 00	3,747,332 00	3,665,572 00	3,665,572 00	4½ & 4¼
250,000 00	234,000 00	234,000 00	1,500,000 00	890,000 00	890,000 00	5
			680,000 00	454,000 00	454,000 00	5
100,000 00	100,000 00	100,000 00				
			175,000 00	175,000 00	175,000 00	5
			20,000 00	450,000 00	450,000 00	5
			300,000 00	300,000 00	300,000 00	
			100,000 00	100,000 00	100,000 00	5
			150,000 00	150,000 00	150,000 00	5
74,900 00	74,900 00	74,900 00	160,000 00	160,000 00	160,000 00	5
			500,000 00	500,000 00	500,000 00	4½
			1,000,000 00	1,000,000 00	300,000 00	5
50,000 00	43,100 00	43,100 00	100,000 00	100,000 00	100,000 00	4
129,600 00	129,600 00	129,600 00	500,000 00	500,000 00	149,100 00	5
			750,000 00	500,000 00	500,000 00	5
408,800 00	315,000 00	315,000 00	1,025,000 00	1,025,000 00	1,025,000 00	6
			4,420,000 00	4,420,000 00	4,420,000 00	4½
			744,900 00	613,000 00	613,000 00	5
			50,000 00	50,000 00	35,000 00	5
			600,000 00	600,000 00	600,000 00	
				910,000 00	910,000 00	5
			100,000 00	100,000 00	100,000 00	5
			88,452 16	88,452 16	88,452 16	
			1,000,000 00	500,000 00	500,000 00	4
			500,000 00	50,000 00	50,000 00	5
			255,000 00	255,000 00	255,000 00	5
				60,000 00	60,000 00	
500,000 00	500,000 00	500,000 00	2,500,000 00	500,000 00	500,000 00	5
500,000 00	500,000 00		2,500,000 00	2,500,000 00	2,500,000 00	
			600,000 00	490,000 00	490,000 00	4½
			66,900 00	66,900 00	66,900 00	5
			150,000 00	150,000 00	150,000 00	5
			725,000 00	667,500 00	667,500 00	5
			1,000,000 00	760,000 00	760,000 00	5
			100,000 00	100,000 00	100,000 00	5
			50,000 00	50,000 00	50,000 00	4
			500,000 00	400,000 00	400,000 00	
				3,998,326 66	3,998,326 66	4½ & 6
			300,000 00	140,000 00		5
			1,560,000 00	1,560,000 00	1,520,000 00	5
			750,000 00	750,000 00	750,000 00	5
			5,000,000 00	5,000,000 00	5,000,000 00	5
			200,000 00	140,000 00	113,800 00	5
			100,000 00	12,700 00	12,700 00	5
5,973,074 00	5,369,708 00	4,869,708 00	34,795,784 16	35,129,650 82	33,859,650 82	

No. 1.—Summary Statement of Capital of Electric

Number.	Name of Railway.	Total Capital.		Floating
		Subscribed.	Paid up.	Amount.
		$ cts.	$ cts.	$ cts.
1	Berlin and Waterloo	103,200 00	103,200 00	
2	Leased Line—Berlin and Bridgeport		31,692 46	
3	Brantford Street	325,000 00	325,000 00	27,956 46
4	Brantford and Hamilton Electric	960,000 00	960,000 00	
5	British Columbia	10,124,876 00	10,124,876 00	267,734 75
6	Cape Breton	2,124,000 00	2,124,000 00	20,000 00
7	Chatham, Wallaceburg and Lake Erie	938,625 00	973,625 00	95,180 27
8	Cornwall Street	200,000 00	200,000 00	
9	Egerton Tramway Co., N.S	425,000 00	425,000 00	9,591 30
10	Galt, Preston and Hespeler	49,850 00	31,310 00	100,000 00
11	Leased Line—Preston to Berlin	1,000 00	1,000 00	
12	Grand Valley	1,150,000 00	1,150,000 00	64,367 94
13	Guelph Radial	131,100 00	126,000 00	
14	Halifax Tramway	800,000 00	800,000 00	120,000 00
15	Hamilton and Dundas	450,000 00	450,000 00	
16	Hamilton, Grimsby and Beamsville	350,000 00	378,000 00	
17	Hamilton Radial	2,271,150 00	2,271,150 00	192,431 43
18	Hamilton Street	705,000 00	705,000 00	87,062 41
19	Hull	292,700 00	292,000 00	
20	International Transit Co	1,150,000 00	456,000 00	141,724 36
21	Kingston, Portsmouth and Cataraqui	183,100 00	183,100 00	
22	Levis County	879,600 00	528,700 00	106,068 50
23	London Street	1,050,000 00	1,044,640 00	46,874 57
24	Montreal Park and Island	2,060,900 00	2,060,900 00	1,247,895 86
25	Montreal Street	13,420,000 00	13,420,000 00	690,912 56
26	Montreal Terminal	1,613,000 00	1,613,000 00	104,474 98
27	Nelson Tramway Co	300,000 00	285,000 00	
28	Niagara Falls, Park and River	1,200,000 00	1,200,000 00	
29	Niagara, St. Catharines and Toronto	1,835,000 00	1,835,000 00	
30	Niagara Falls, Wesley Park and Clifton	150,000 00	150,000 00	
31	Oshawa	128,452 16	155,852 16	12,493 27
32	Ottawa	1,747,700 00	1,747,700 00	49,616 00
33	Peterborough Radial	150,000 00	150,000 00	28,911 23
34	Port Arthur Street	255,000 00	255,000 00	
35	Port Dalhousie, St. Catharines and Thorold	160,000 00	137,500 00	
36	Quebec Ry., Light & Power Co. ((Citadel)	2,000,000 00	2,000,000 00	317,234 87
37	Quebec Ry., Light & Power Co. (Montmorency)	5,500,000 00	5,402,945 50	
38	Sandwich, Windsor and Amherstburg	840,000 00	787,000 00	242,715 62
39	Sarnia	154,100 00	151,217 50	
40	Sherbrooke Street	350,000 00	350,000 00	11,800 00
41	South-western Traction Co	1,131,500 00	1,105,226 00	
42	St. John	1,560,000 00	1,767,000 00	207,000 00
43	St. Stephen, N.B	200,000 00	200,000 00	14,520 00
44	St. Thomas Street	50,000 00	50,000 00	
45	Sydney and Glace Bay	900,000 00	900,000 00	
46	Toronto Street	11,998,326 66	11,998,326 66	450,214 94
47	Toronto Suburban	220,000 00	80,000 00	100,000 00
48	Toronto and York Radial	3,560,000 00	3,520,000 00	557,858 48
49	Windsor, Essex and Lake Shore Rapid	1,625,475 78	1,625,475 78	47,191 93
50	Windsor and Tecumseh			
51	Winnipeg Street	11,000,000 00	10,996,894 00	
52	Woodstock, Thames Valley and Ingersoll	240,000 00	213,800 00	1,487 97
53	Yarmouth Street	67,200 00	67,200 00	
	Totals	89,080,755 60	87,903,231 06	5,363,319 70

In addition to the above, and included in the total, the following items under the head of Capital from Dundas, $250,000; Hamilton Radial, $2,000,000; St. John Street, $207,000; Windsor, Essex & Lake $22,400; Quebec Ry., L. & P. Co., $96,000. Provincial Govt. aid: Quebec Ry., L. & P. Co., $306,945.50. Niagara, St. Catharines & Toronto, $140,000; Oshawa, $5,000.

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Railways, for the Year ended June 30, 1908—*Concluded.*

Debt. Rate of Interest.	Total Cost of Railway and Rolling Stock.	Number.	Remarks.
p.c.	$ cts.		
.....	104,510 76	1	
.....	31,692 46	2	
.....	.....	3	Cost not ascertainable.
.....	1,105,519 47	4	
.....	.....	5	Present company result of amalgamations.
5 & 6	2,198,624 75	6	
6 & 7	.....	7	
.....	201,204 22	8	
.....	439,858 15	9	
5	126,223 86	10	
.....	476,413 34	11	
.....	.....	12	Cost covered by agreement with Van Echa Co.
.....	109,192 42	13	
6	740,000 00	14	
.....	345,647 36	15	
.....	331,790 00	16	
.....	1,407,351 56	17	
.....	708,043 68	18	
.....	598,744 37	19	
.....	321,361 03	20	
.....	.....	21	Cost not ascertainable.
5	615,070 09	22	
.....	1,112,395 27	23	
6	2,455,684 31	24	
5 & 6	11,874,288 07	25	
.....	1,667,963 25	26	
.....	96,394 81	27	
.....	1,154,841 35	28	
.....	1,932,564 79	29	
.....	100,000 00	30	Purchased for $100,000 by N. St. C. & T. Ry.
6	213,331 01	31	
5 & 5½	2,091,784 47	32	
6	176,731 34	33	
.....	175,870 72	34	
.....	90,000 00	35	
6 & 7	1,219,804 17	36 37	
6	1,092,648 43	38	Includes Windsor and Tecumseh.
.....	169,056 46	39	
6	350,000 00	40	
.....	750,000 00	41	
6½	.....	42	
.....	200,000 00	43	
.....	.....	44	Taken over by city.
.....	999,122 37	45	
4½	13,541,020 06	46	
6	132,240 24	47	
6	3,982,551 05	48	
6	783,558 15	49	
.....	.....	50	
.....	3,186,761 34	51	
.....	.....	52	Not shown in return.
.....	63,555 74	53	
.....	59,473,414 92		

other Sources:—Berlin and Bridgeport, $12,492.46; Brantford and Hamilton, $660,000; Hamilton and Shore, $125,475.78. Dominion Government aid: Niagara, St. Catharines & Toronto, $38,400; Oshawa, Municipal aid: Chatham, Wallaceburg & Lake Erie, $35,000; Hamilton, Grimsby & Beamsville, $28,000;

No. 4.—Summary Statement of the Operations of the

Number.	Name of Electric Railway.	Mileage.	Car Mileage.			Locomotive Mileage.
			Passenger Cars.	Freight Cars.	Total Car Mileage.	
1	Berlin and Waterloo	3·12	88,961		88,961	
2	Leased Line—Berlin and Bridgeport	2·38	34,384		34,384	
3	Brantford Street	7·00	125,722		125,722	
4	Brantford and Hamilton Electric	23 00	28,362		28,362	
5	British Columbia	78·93	3,857,049	97,302	3,954,351	
6	Cape Breton	11·90	320,591		320,591	
7	Chatham, Wallaceburg and Lake Erie	21·50	116,480		116,480	
8	Cornwall Street	6·30	198,016		198,016	7,718
9	Egerton Tramway Co	8·10	134,386	5,054	139,440	
10	Galt, Preston and Hespeler	9·00	220,557	27,945	284,502	
11	Leased Line—Preston to Berlin	10·75				
12	Grand Valley	23·50	152,303		152,303	
13	Guelph Radial	6·00	180,000	2,500	182,500	
14	Halifax Tramway Co	12·13	806,411		806,411	
15	Hamilton and Dundas	7·25	96,981		96,981	
16	Hamilton, Grimsby and Beamsville	22·00	285,225		285,225	
17	Hamilton Radial	24·75	394,022		394,022	
18	Hamilton Street	22·00	1,610,402		1,610,402	
19	Hull	16·75	499,998	12,038	512,036	
20	International Transit Co	3·37	263,881		263,881	
21	Kingston, Portsmouth and Cataraqui	8·00	199,680		199,680	
22	Levis County	10·25	274,674		274,674	
23	London Street	26·46	1,425,995		1,425,995	
24	Montreal, Park and Island	23·60	897,680	17,115	914,795	
25	Montreal Street	71·82	14,418,605		14,418,605	
26	Montreal Terminal	20·89	491,977	37,883	529,860	
27	Nelson Tramway Co	3·00	26,880		26,880	
28	Niagara Falls Park and River	11·75	367,727	552	368,279	
29	Niagara, St. Catharines and Toronto	30·00	285,672	251,385	537,057	251,385
30	Niagara Falls, Wesley Park and Clifton	4·50	184,670		184,670	
31	Oshawa	8·83	25,460	18,032	43,492	43,492
32	Ottawa	23·38	3,335,324		3,335,324	
33	Peterborough Radial	6·00	264,813		264,813	
34	Port Arthur Street	9·00	196,078		196,078	
35	Port Dalhousie, St. Catharines and Thorold	8·17	124,125		124,125	
36	Quebec Ry., Light and Power Co. (Citadel Div.)	17·22	1,332,310		1,332,310	
37	" " " (Montmorency Div.)	25 00	269,485		269,485	
38	Sandwich, Windsor and Amherstburg	35·44	665,855		665,855	
39	Sarnia	8·00	149,400		149,400	
40	Sherbrooke Street	7·00	288,322		288,322	
41	Southwestern Traction Co	28·50	241,357	15,569	256,926	
42	St. John, N. B.	12·50	916,391		916,391	
43	St. Stephen, N. B	3·00	183,960		183,960	
44	St. Thomas Street	7·50	338,040		338,040	
45	Sydney and Glace Bay	18·80	302,674		302,674	
46	Toronto Street	52·39	14,843,574		14,843,574	
47	Toronto Suburban	9·81	202,386		202,386	
48	Toronto and York Radial	78·05	936,508	66,675	1,003,183	
49	Windsor, Essex and Lake Shore Rapid	37·28	109,108	796	109,904	796
50	Windsor and Tecumseh					
51	Winnipeg Street	52·66	3,500,270		3,500,270	
52	Woodstock, Thames Valley and Ingersoll	11·50	114,184		114,184	
53	Yarmouth Street	2·00	85,120		85,120	
	Total	992·03	56,412,035	552,846	56,964,881	303,391

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Year and Mileage, for the Year ended June 30, 1908.

Total Number of Passengers Carried.	Tons of Freight of 2,000 lbs. Handled.	Average Rate of Speed of Passenger Cars. Miles per Hour.	Average Rate of Speed of Freight Cars. Miles per Hour.	Number.	Remarks.
621,916		7·4		1	
138,000				2	
485,213		10·		3	
21,879	5	25·		4	In operation one month only.
21,328,180	37,859	8·50	8·50	5	
1,586,062		8·3		6	
159,700	8,450	18·	12·	7	
368,070		12·		8	
920,413				9	
708,296	92,063	10·	6·	10	
				11	
207,582		15·		12	
636,976	12,000			13	
3,928,892		6·		14	
462,063	480	14·		15	
473,099	16,095	15·	15·	16	
1,003,009	1,945	20·		17	
8,078,816		12·		18	
1,112,898	9,927	23·	19·	19	
956,329		8.		20	
821,754		9·		21	
1,483,732		10·		22	
6,325,541		9·		23	
3,539,049	39,400	15·	10·	24	
91,120,394		8·		25	
1,151,011	88,277	20·	12	26	
196,527				27	
1,440,058		9·2	7·	28	
977,561	112,597	30·	20·	29	
762,437		8·		30	
141,085	91,568			31	
13,445,041		8·		32	
665,430		8·		33	
1,652,018		15·		34	
441,664		8·		35	
6,049,203		8·		36	
1,265,890		21·		37	
2,690,473		12·		38	Includes Windsor and Tecumseh.
633,545		8·		39	
901,533		10·		40	
324,167	1,184	30·	30·	41	
3,433,809		7·5		42	
586,956				43	
511,604		11·		44	
2,210,939				45	
87,964,425				46	
862,590		9·		47	
2,920,696	220,000	20·	15·	48	
138,710	625	20·	15·	49	
				50	
21,292,004		10·		51	
387,500		15·		52	
230,000		8·		53	
299,099,309	732,475				

No. 6.—SUMMARY STATEMENT of Earnings

Number.	Name of Electric Railway.	Mileage.	Passenger Traffic.	Freight Traffic.	Mails and Express Freight.
			$ cts.	$ cts.	$ cts.
1	Berlin and Waterloo	3·12	26,037 70		1,318 14
2	Leased—Berlin and Bridgeport	2·38	5,824 40		
3	Brantford Street	7·00	20,946 52		
4	Brantford and Hamilton Electric	23·00	6,249 91	43 95	
5	British Columbia	78·93	1,124,786 76	70,157 04	2,237 12
6	Cape Breton	11·90	79,303 16		141 30
7	Chatham, Wallaceburg and Lake Erie	21·50	25,101 68	10,617 57	502 86
8	Cornwall Street	6·30	16,486 94	7,505 08	
9	Egerton Tramway Co	8·10	43,299 90	1,470 36	
10	Galt, Preston and Hespeler	9·00	55,289 12	48,346 86	4,208 82
11	Leased—Preston to Berlin	10·75			
12	Grand Valley	23·50	35,024 56	30 00	770 48
13	Guelph Radial	6·00	26,078 36	1,067 86	
14	Halifax Tramway	12·13	173,870 64		
15	Hamilton and Dundas	7·25	42,638 20	1,513 38	116 31
16	Hamilton, Grimsby and Beamsville	22·00	70,417 87	12,056 65	5,546 38
17	Hamilton Radial	24·75	103,178 86	6,510 24	503 03
18	Hamilton Street	22·00	322,133 70		
19	Hull	16·75	58,547 26	9,825 67	2,463 91
20	International Transit Co	3·37	39,404 70		
21	Kingston, Portsmouth and Cataraqui	8·00	28,385 85		
22	Levis County	10·25	52,950 21	1,731 58	355 93
23	London Street	26·46	226,552 08		1,412 42
24	Montreal, Park and Island	23·60	270,175 66	7,517 98	
25	Montreal Street	71·82	3,606,446 54		
26	Montreal Terminal	20·89	76,487 86	17,205 21	500 00
27	Nelson Tramway Co	3 00	5,418 25		
28	Niagara Falls, Park and River	11·75	133,068 84	1,181 35	539 33
29	Niagara, St. Catharines and Toronto	30·00	101,383 37	56,517 48	1,081 84
30	Niagara Falls, Wesley Park and Clifton	4·50	32,546 29		
31	Oshawa	8·83	7,294 93	46,708 29	2,937 70
32	Ottawa	23·38	570,251 73		8,091 00
33	Peterborough Radial	6·00	30,256 43		
34	Port Arthur Street	9·00	82,922 00	990 10	
35	Port Dalhousie, St. Catharines and Thorold	8·17	21,043 68		
36	Quebec Ry., Light and Power Co. (Citadel Div.)	17·22	252,776 00		750 00
37	Quebec Ry., Light and Power Co. (Montmorency Division)	25·00	127,842 75		1,230 88
38	Sandwich, Windsor and Amherstburg	35·44	144,842 97		5,346 97
39	Sarnia	8·00	27,593 30	3,504 45	1,006 50
40	Sherbrooke Street	7·00	33,885 05		
41	South Western Traction Co	28·50	56,428 18		4,015 72
42	St. John, N.B	12·50	156,254 31		
43	St. Stephen, N.B	3·00	28,125 55		
44	St. Thomas Street	7·50	11,175 43		
45	Sydney and Glace Bay	18·80	102,722 10	4,650 24	1,573 88
46	Toronto Street	52·39	3,511,656 74		4,800 00
47	Toronto Suburban	9·81	36,963 18		
48	Toronto and York Radial	78·05	258,422 51	36,595 14	2,000 00
49	Windsor, Essex and Lake Shore Rapid	37·28	34,653 77	274 45	401 77
50	Windsor and Tecumseh				
51	Winnipeg Street	52·66	901,264 61		
52	Woodstock, Thames Valley and Ingersoll	11·50	18,479 40		855 50
53	Yarmouth Street	2·00	10,834 27		175 00
	Totals	992·03	13,233,724 08	346,020 93	54,882 79

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for the Year ending June 30, 1908.

Other Sources.	Total Gross Earnings.	Total Net Earnings.	Proportion of Working Expenses to Earnings.	Earnings per Car Mile.	Number.	Remarks.
$ cts.	$ cts.	$ cts.	p. c.	Cts.		
2,606 85	29,962 69	9,662 64	67·75	33·68	1	
428 42	6,252 82	565 50	90·95	18·21	2	
11,962 66	32,909 18	2,773 72	91·57	26·17	3	
231 55	6,525 41	1,311 99	79.89	23·00	4	In operation one month only.
2,700 53	1,199,881 45	445,062 20	62·90	30·34	5	
9,755 01	89,199 47	32,656 01	63·38	27·82	6	
6,984 59	43,206 70	1,703 53	96 05	37·09	7	
2,252 74	26,244 76	3,784 79	85·57	13·25	8	
2,458 91	47,229 17	13,817 07	70·74	33·87	9	
1,258 83	109,103 63	36,789 77	66·28	43·90	10	
.....	.....	.....	.....	.....	11	
1,122 06	36,947 10	— 2,162 26	105·85	24·25	12	
1,157 79	28,304 01	7,017 94	75·20	15·50	13	
775 98	174,646 62	55,186 44	68·40	21·66	14	
3,324 44	47,592 33	14,996 85	68·50	49·07	15	
2,161 81	90,182 71	22,279 66	75·30	31·61	16	
4,606 07	114,798 20	27,173 21	76·32	29·13	17	
809 40	322,943 10	75,296 55	76·68	20 05	18	
3,474 67	74,311 51	— 13,568 88	118·25	14·51	19	
614 03	40,018 73	8,237 74	79·41	15·16	20	
1,326 04	29,711 89	— 1,911 92	106·43	14·88	21	
662 20	55,699 92	5,218 44	109·36	20·24	22	
3,971 15	231,935 65	64,099 46	72·36	16·26	23	
5,583 15	283,276 79	97,470 88	65·59	30·96	24	
130,173 96	3,736,620 50	1,565,858 31	58·09	25·91	25	
3,161 77	97,354 84	— 4,185 88	104·29	18·37	26	
....	5,418 25	— 11,680 99	315·58	20·15	27	
7,726 50	142,516 02	65,637 43	53·94	38·69	28	
1,432 82	160,415 51	47,950 69	70·10	29·86	29	
....	32,546 29	15,102 79	53·59	17·62	30	
1,432 04	58,372 96	8,064 05	86·18	134·21	31	
19,666 89	598,009 62	207,307 56	65·33	17·92	32	
786 02	31,042 45	3,099 82	90·01	11·72	33	
3,454 91	87,367 01	25,938 11	70·31	44·50	34	
.....	21,043 68	7,145 57	66·04	16·95	35	
2,150 00	255,676 00	71,819 49	71·90	19·19	36	
10,925 63	139,999 26	47,781 74	65 87	51·95	37	
9,769 00	159,958 94	66,220 17	58·60	24·00	38	Includes Windsor and Tecumseh Ry.
5,331 46	37,435 71	1,974 02	.....	25·05	39	
247 50	34,132 55	2,422 70	92 90	11 83	40	
61 33	60,505 23	8,902 84	85·28	23·12	41	
400 00	156,654 31	9,714 94	93·80	17.09	42	
167 75	28,293 30	— 3,699 71	113·07	15·43	43	
388 33	11.563 76	— 4,402 62	137·98	3·42	44	
1,751 62	110,697 84	52,549 40	52·52	36·57	45	
92,761 61	3,609,218 35	1,633,879 94	54·73	24·31	46	
2,046 48	39,009 66	4,785 68	87·73	19·27	47	
2,794 39	299,812 04	108,021 01	63·97	29·88	48	
255 63	35,585 62	11,852 03	66·69	32·37	48 49	
....	.....	.....	.....	.....	50	
1,920 00	903,184 61	465,080 57	48·51	25·80	51	
200 00	19,534 90	3,820 20	80·44	17·10	52	
3,187 16	14,196 43	3,185 26	77·56	16·67	53	
372,421 68	14,007,049 48	5,311,169 57				

No. 7.—Summary Statement of Operating

Number.	Name of Electric Railway.	Mileage.	Maintenance of Way, Buildings, &c.	Cost of Motive Power.	Maintenance of Cars.
			$ cts.	$ cts.	$ cts.
1	Berlin and Waterloo	3·12	2,495 46	6,185 90	3,604 31
2	Leased—Berlin and Bridgeport	2·38	324 26	...	...
3	Brantford Street	7·00	1,631 71	11,267 39	4,017 34
4	Brantford and Hamilton Electric	23·00	171 04	2,337 25	783 66
5	British Columbia	78·93	68,237 72	...	68,515 65
6	Cape Breton	11·90	4,077 59	21,575 49	5,271 28
7	Chatham, Wallaceburg and Lake Erie	21·50	54 64	19,178 04	311 71
8	Cornwall Street	6·30	2,824 46	11,265 77	4,742 53
9	Egerton Tramway Co	8·10	1,926 21	7,833 27	4,587 56
10	Galt, Preston and Hespeler	9·00	11,639 13	26,077 72	...
11	Leased—Preston and Berlin	10·75	...	...	...
12	Grand Valley	23·50	2,873 90	20,807 33	2,693 18
13	Guelph Radial	6·00	1,167 67	4,381 75	3,654 86
14	Halifax Tramway Co	12·13	17,638 42	22,409 11	19,361 43
15	Hamilton and Dundas	7·25	4,632 54	7,978 85	3,361 30
16	Hamilton, Grimsby and Beamsville	22·00	10,130 58	20,454 83	9,346 03
17	Hamilton Radial	24 75	9,728 85	28,236 08	9,236 26
18	Hamilton Street	22·00	19,063 02	87,727 29	25,703 25
19	Hull	16·75	22,375 37	8,668 76	17,398 17
20	International Transit Co	3 37	1,507 46	7,000 00	3,139 99
21	Kingston, Portsmouth and Cataraqui	8·00	4,839 90	536 74	4,283 76
22	Lévis County	10·25	9,298 02	12,314 04	8,038 23
23	London Street	26·46	16,813 98	31,975 44	25,291 98
24	Montreal Park and Island	23·60	27,422 32	40,655 67	16,025 80
25	Montreal Street	71·82	238,933 12	401,811 50	274,353 24
26	Montreal Terminal	20·89	22,689 93	18,817 68	13,735 09
27	Nelson Tramway Co	3·00	4,036 13	1,600 00	...
28	Niagara Falls, Park and River	11.75	13,777 94	7,278 15	4,211 24
29	Niagara, St. Catharines and Toronto	30·00	13,748 65	20,385 41	11,541 27
30	Niagara Falls, Wesley Park and Clifton	4·50	2,075 20	260 50	2,741 95
31	Oshawa	8·83	6,317 47	18,571 57	5,503 82
32	Ottawa	23·38	61,161 18	24,652 23	49,794 35
33	Peterborough Radial	6·00	3,427 74	1,630 00	4,716 85
34	Port Arthur Street	9·00	12,340 39	6,615 12	12,067 58
35	Port Dalhousie, St. Catharines and Thorold	8·17	1,632 41	789 58	2,738 65
36	Quebec Railway, Light and Power Company (Citadel Division)	17·22	29,399 66	104,218 62	19,478 49
37	Quebec Railway, Light and Power Company (Montmorency Division)	25·00	16,125 52	18,194 91	6,380 16
38	Sandwich, Windsor and Amherstburg	35·44	10,810 72	26,106 19	6,192 43
39	Sarnia	8·00	1,565 58	4,923 61	1,911 44
40	Sherbrooke Street	7·00	4,203 13	552 38	29,441 72
41	Southwestern Traction Co	28·50	6,827 83	18,314 60	6,244 96
42	St. John, N.B.	12·50	20,041 70	77,698 56	29,922 51
43	St. Stephen, N.B.	3·00	2,364 21	10,292 93	3,957 91
44	St. Thomas Street	7·50	1,268 88	10,256 72	2,757 28
45	Sydney and Glace Bay	18·80	4,847 88	26,413 48	12,657 22
46	Toronto Street	52·39	124,896 90	363,670 74	283,484 20
47	Toronto Suburban	9·81	4,885 63	12,869 31	4,050 62
48	Toronto and York Radial	78·05	32,215 86	51,254 38	25,931 97
49	Windsor, Essex and Lake Shore Rapid	37·28	3,257 83	19,303 60	3,335 07
50	Windsor and Tecumseh	...	...	...	...
51	Winnipeg Street	52·66	27,753 93	151,510 06	70,246 33
52	Woodstock, Thames Valley and Ingersoll	11·50	1,124 30	7,621 92	762 85
53	Yarmouth Street	2·00	325 12	8,242 98	397 07
	Total	992·03	912,929 09	1,803,723 45	1,118,924 55

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Expenses for the Year ended June 30, 1908.

General and Operating charges.	Total.	Cost of Operating per Car Mile.	Number.	Remarks.
$ cts.	$ cts.	Cts.		
8,014 38	20,300 05	22·81	1	
5,363 06	5,687 32	16·54	2	
13,219 62	30,135 46	23·97	3	
1,921 47	5,213 42	18·30	4	In operation one month only.
618,065 88	754,819 25	19·56	5	
25,619 10	56,543 46	17·63	6	
21,958 78	41,503 17	35·63	7	
3,627 21	22,459 97	11·34	8	
19,065 06	33,412 10	23·96	9	
34,597 01	72,313 86	29·09	10	
.....	.....	.....	11	
12,734 95	39,109 36	25·67	12	
12,081 79	21,286 07	11·66	13	
60,051 22	119,460 18	14·82	14	
16,622 79	32,595 48	33·61	15	
27,971 61	67,903 05	23·80	16	
40,423 80	87,624 99	22·23	17	
115,152 99	247,646 55	15·37	18	
39,438 09	87,880 39	17·16	19	
20,133 54	31,780 99	12·04	20	
21,963 41	31,623 81	15·83	21	
31,268 07	60,918 36	22·17	22	
93,754 79	167,836 19	11·76	23	
101,702 12	185,805 91	20·31	24	
1,255,664 33	2,170,762 19	15·05	25	
46,298 02	101,540 72	19·16	26	
11,463 11	17,099 24	63·61	27	
51,611 26	76,878 59	20·87	28	
66,789 49	112,464 82	20·94	29	
12,365 85	17,443 50	9·44	30	
19,916 05	50,308 91	115·67	31	
255,094 30	390,702 06	11·71	32	
18,168 04	27,942 63	10·55	33	
30,405 81	61,423 90	31·33	34	
8,737 47	13,898 11	11·19	35	
30,759 74	183,856 51	13·79	36	
51,516 93	92,217 52	34·22	37	
50,629 43	93,738 77	14·07	38	Includes Windsor and Tecumseh.
27,061 06	35,461 69	23·73	39	
6,512 62	31,709 85	10·99	40	
20,215 00	51,602 39	20·08	41	
19,276 60	146,939 37	16 03	42	
15,377 96	31,993 01	17·39	43	
1,683 50	15,966 38	4·72	44	
14,229 86	58,148 44	19·21	45	
1,203,286 57	1,975,338 41	13·38	46	
12,418 42	34,223 98	16·91	47	
82,388 82	191,791 03	19·11	48	
6,837 09	23,733 59	21·59	49	
.....	.....	.....	50	
188,593 72	438,104 04	12·28	51	
6,205 63	15,714 70	13·76	52	
2,046 00	11,011 17	12·93	53	
4,860,302 82	8,695,879 91			

No. 8.—Summary of Accidents for

Number.	Name of Electric Railway.	Mileage	Passengers, Employees or Others.	Fell from Cars or Engines.		Jumping on or off Trains or Engines when in motion.		At work on or near track making up Trains.	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1	Berlin and Waterloo	3·12	Passengers				1		
2	Brantford Street	7·00	Passengers						
3	British Columbia	78·93	Passengers		5	1	29		
			Employees						
			Others						
4	Brantford and Hamilton	23·00	Passengers				1		
5	Cape Breton	11·90	Others						
6	Egerton Tramway	8·10	Others				1		
7	Galt, Preston and Hespeler	9·00	Passengers				1		
			Others						
8	Grand Valley	23·50	Passengers						
			Employees						
9	Halifax	12·13	Passengers				3		
			Others						
10	Hamilton and Dundas	7·25	Passengers		2				
11	Hamilton, Grimsby and Beamsville	22·00	"				1		
12	Hamilton Radial	24·75	"				3		
13	Hamilton Street	22·00	"				40		
14	Hull	16·75	Passengers		3		2		
			Others						
15	International Transit	3·37	Passengers						
			Others						
16	Kingston, Portsmouth and Cataraqui	8·00	Passengers				1		
			Others						
17	Levis County	10·25	Employees						
			Others						
18	London Street	26·46	Passengers		12		42		
			Employees				1		
			Others						
19	Montreal Street	71·82	Passengers				288		
			Employees			1	1		
			Others						
20	Montreal Terminal	20·89	Passengers				1		
			Others						
21	Montreal Park and Island	23·60	Passengers				12		
			Employees						
			Others						
22	Niagara Falls, Park and River	11·75	Passengers		4		1		
			Employees		1				
			Others						
23	Niagara, St. Catharines and Toronto	30·00	Passengers				3		
			Others						
24	Oshawa	8·83	Employees						
25	Ottawa	23·38	Passengers				26		
			Employees		2				
			Others						
26	Peterborough Radial	6·00	Others						
27	Port Arthur	9·00	Passengers						
			Employees	1					
28	Port Dalhousie, St. Catharines and Thorold	8·17	Passengers				1		
29	Quebec Railway, Light and Power Co. (Citadel Division)	17·22	Passengers		7		27		
30	Quebec Railway, Light and Power Co. (Montmorency Division)	25·00	Passengers				1		
			Employees						1
			Others						
31	Sandwich, Windsor and Amherstburg	35·44	Passengers				1		
32	South Western Traction Co	28·50	Others						
33	Sydney and Glace Bay	18·80	Passengers						
			Others						

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the Year ended June 30, 1908.

Putting arms or heads out of Windows.		Coupling Cars.		Collisions, or by Trains thrown from Track.		Struck by Engine or Cars at Highway Crossing.		Walking, standing, lying or being on Track.		Striking Bridges.		Other Causes.		Totals.		
Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Number.
															1	1
									1						1	2
	1				13								4	1	52	
					4			1					2	1	6	3
								4	16				3	4	19	
					2										3	4
								1	1					1	1	5
													1		2	6
															1	
							1					1		1	1	7
					8										8	
					2										2	8
					1										4	
													1		1	9
															2	10
							1						1		3	11
					2		4								9	12
1					3	3	23		1					4	67	13
															5	
								1	1					1	1	14
					1										1	
													2		2	15
															1	
						1								1		16
													1		1	
								1	6					1	6	17
	8				2				1				11		76	
													5		6	18
									9				37		46	
															288	
			2										4	1	7	19
						21							223	21	223	
															1	
												1	4	1	4	20
															12	
													3		3	21
							1					2		2	1	
											1		1		7	
											1				2	22
													1		1	
															3	
									1						1	23
													1		1	24
					28										54	
				1							1		1	1	4	25
								1	8			1	7	2	15	
							1								1	26
	1														1	
														1		27
									2						3	28
															34	29
															1	
															1	30
								1	2					1	2	
					1								2		4	31
							4								4	32
				1	13									1	13	33
									3						3	

No. 8—Summary of Accidents for

Number.	Name of Electric Railway.	Mileage	Passengers, Employees or Others.	Fell from Cars or Engines.		Jumping on or off Trains or Engines, when in motion.		At work on or near track making up Trains.	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
34	Toronto Street	52·39	Passengers	4	.....	4	411	.....	.....
			Employees	.....	28	.....	3	.....	.....
			Others	.....	.....	.....	.....	.....	.....
35	Sarnia Street	8·00	Passengers	.....	.....	.....	1	.....	.....
36	Windsor, Essex and Lake Shore Rapid	37·28	Employees	.....	.....	.....	1	.....	.....
			Others	.....	.....	.....	.....	.....	.....
37	Winnipeg	52·66	Passengers	.....	1	.....	6	.....	.....
			Employees	.....	.....	.....	.....	.....	.....
38	Woodstock, Thames Valley and Ingersoll	11·50	Employees	.....	.....	.....	1	.....	.....
				5	65	6	911	.....	1

the Xear ended June 30, 1908—*Concluded.*

Putting arms or heads out of Windows.		Coupling Cars.		Collisions, or by Trains thrown from Track.		Struck by Engine or Cars at Highway Crossing.		Walkiug standing, lying or being on Track.		Striking Bridges.		Other Causes.		Total.		Number.
Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
.....	.....	.....	.....	.....	70	3	.....	.....	.. ..	....	....	....	....	11	481	
. ....	.....	.....	3	.....	12	. ...	3	. ...	.....	....	....	1	104	1	153	34
.....	.....	. ....	.....	....	.....	.....	68	5	84	....	....	....	53	5	205	
.. ...	.....	.....	.....	.....	.....	.....	.....	.....	.....	....	....	....	....	.....	1	35
.....	....	....	... ..	.....	.....	.....	.....	.....	.....	....	....	....	....	....	1	36
.....	.....	. ....	.....	.....	... .	2	....	.....	.....	...	....	.. .	....	2	....	
... ..	.....	.....	.....	.....	2	. .	8	.....	.....	....	....	1	2	1	19	37
... .	....	.....	.....	1	.. ..	.. ...	.. ..	.....	... ..	....	....	....	....	1	....	
.....	.....	.....	. ...	.. ..	. . .	.....	.....	.....	.....	....	....	....	....	.....	1	38
1	10	.....	5	3	164	30	114	15	136	....	3	7	474	67	1,883	

APPENDIX "A."

HISTORY OF RAILWAY MILEAGE IN CANADA.

Year.	Name of Railway.	Location.	Details of miles opened for traffic in each year.	Miles opened for traffic in each year.	Total miles opened for traffic at end of each year.	Now operated by
1835-6....	Champlain and St. Lawrence	La Prairie to St. John's, P.Q.	16	16	16	5½ miles abandoned.
1846-7....	St. Lawrence and Atlantic	Longueuil to St. Hyacinthe	29¾			G.T.R.
" ...	Montreal and Lachine	Montreal to Lachine	8			"
				37¾	53¾	
1847-8....	" "	" "	0		53¾	
1848-9....	" "	" "	0		53¾	
1849-0....	St. Lawrence and Industry	L'Epiphanie to Joliette	12		65¾	G.T.R.
1850-1....	Champlain and St. Lawrence	St. John's to Rouse's Point, La Prairie Junction to St. Lambert and Montreal to Brousseau	51¼			"
"	Ottawa and Prescott	Prescott to Ottawa	59			C.P.R.
				110¼	176	
1851-2...	Erie and Niagara	Niagara to Chipman	17½			G.T.R.
"	Lake St. Louis and Province Line	Iberville to Highgate Springs	29			"
				46½	222½	
1852-3...	Great Western	Suspension Bridge to London	119¾			"
"	Northern	Toronto to Allandale	60¼			"
"	St. Lawrence and Atlantic	St. Hyacinthe to International Boundary	96½			"
				276½	499	
1853-4....	Carillon and Grenville	Carillon to Grenville	13			
"	Cobourg, Peterborough and Marmora	Cobourg to Peterborough	28			13½ miles abandoned.
"	Grand Trunk	Richmond to Chaudiere and Hadlow to Point Levis	89½			
"	Great Western	London to Windsor, Harrisburg to Galt	121¾			G.T.R.
				252	751	
1854-5....	Grand Trunk	Chaudiere to St. Thomas	37			"
"	Great Western	Toronto to Hamilton, Galt to Preston	41			"
"	Northern	Allandale to Collingwood	31½			"
				109½	860½	
1855-6....	Buffalo and Lake Huron	Blackrock to Stratford	115			"
"	Grand Trunk	Point St. Charles to Toronto and branch to Kensington	335¼			"
"	London and Port Stanley	London to Port Stanley	24			Père Marquette.
				474¼	1,334¾	
1856-7....	European and North American	Moncton to Point du Chene	19			Intercolonial.

" ...	Great Western	Preston to Guelph	11			G.T.R.
			30	1,364¾		
1857-8...	Brockville and Ottawa	Brockville to Carleton Place	45			"
"	Buffalo and Lake Huron	Stratford to Goderich	43¾			"
"	Grand Trunk	St. Mary's to London, Toronto to Sarnia	189½			"
"	Great Western	Komoka to Sarnia and Petrolia Branch	56			"
"	Nova Scotia	Halifax to Truro	62			Intercolonial.
"	Nova Scotia	Windsor Junction to Windsor	32			"
" ..	Port Hope, Lindsay and Beaverton	Port Hope to Lindsay, Millbrook to Peterborough	54¾			G.T.R.
			483	1,847¾		
1858-9....	Brockville and Ottawa	Smith's Falls to Perth	11			C.P.R.
"	European and North American	St. John to Sussex	45¼			Intercolonial.
"	Grand Trunk	St. Thomas to St. Paschal	52			
"	Welland	Pt. Dalhousie to Pt. Colborne, Allandale to Clifton	33½			G.T.R.
			141¾	1,989½		
1859-0....	European and North American	Sussex to Moncton	44			Intercolonial.
"	Grand Trunk	St. Paschal to Rivière du Loup	27			
"	St. Lawrence and Atlantic	St. Hubert to Victoria Bridge	4¼			G.T.R.
			75¼	2,064¾		
0-1 ...	Grand Trunk	Berton to Doon	7			"
"	Buffalo and Lake Huron	Goderich to Goderich Elevator	0¼			"
" ...	New Brunswick and Canada	Watt Junction to St. Andrews, McAdam to Woodstock	78¼			C.P.R.
			85½	2,150¼		
1861-2..	" "	Houlton to Debec Junction	8			"
			8	2,158¼		
1862-3....			0			"
			0	2,158¼		
1863-4....	Grand Trunk	Athabaska to Doucet's Landing	35¼			"
			35¼	2,193½		
1864-5....	Grand Trunk	Waterloo to Elmira	10		2,193½	
"	Nova Scotia	Truro to Pictou	51			Intercolonial.
			61	2,254½		
1865-6....	New Brunswick and Canada	Debec Junction to Maine Boundary, McAdam to St. Stephen	34			C.P.R.
			34	2,288½		
1866-7....			0			
				2,288½		
1867-8..			0			
				2,288½		
1868-9 ...	Eastern Extension of N.B.	Painsec to Musquash	37			Intercolonial.
. "	Massawippi Valley	Lennoxville to Vermont Boundary, Stanstead Junction to Stanstead	35			
"	St. John & Maine	St. John to Vanceboro	91			C.P.R.
"	Stanstead, Shefffield & Chambly	St. Johns to Waterloo	43			Vermont Central.
"	Windsor & Annapolis	Windsor to Annapolis	84			Dominion Atlantic.
			290	2,578½		
1869	Canada Central	Carleton Place to Pembroke	77			C.P.R.
"	Wellington, Grey & Bruce	Guelph to Alma	22¼			G.T.R.
			99¼	2,677¾		

APPENDIX "A"—*Continued.*

HISTORY OF RAILWAY MILEAGE IN CANADA.

Year.	Name of Railway.	Location.	Details of miles opened for traffic in each year.	Miles opened for traffic in each year.	Total miles opened for traffic at end of each year.	Now operated by
1870-1....	Intercolonial	Musquash to Amherst	4			Intercolonial.
"	Midland	Peterborough to Lakefield	10			G.T.R.
"	Port Hope, Lindsay & Beaverton	Lindsay to Beaverton	23			"
"	Quebec & Lake St. John	Quebec to Gosford	25½			Canadian Northern.
"	Wellington, Grey & Bruce	Alma to Harriston	26			G.T.R.
				88½	2,766¼	
1871-2....	Intercolonial	Truro to Amherst,	77			Intercolonial.
"	Northern	Collingwood to Meaford	20½			G.T.R.
"	Port Hope, Lindsay & Beaverton	Beaverton to Orillia	20¾			"
"	Toronto & Nipissing	Scarboro to Coboconk	78			"
"	Wellington, Grey & Bruce	Harriston to Clifford	6¾			"
				202½	2,968¾	
1872-3....	Canada Southern	International Bridge to Amherstburg, St. Clair Junction to Cartwright	323¼			C.P.R.
"	Grand Trunk	Doon to Galt	6			
"	Great Western	Glencoe Loop to Fort Erie, Harrisburg to Brantford.	153½			G.T.R.
"	New Brunswick	Fredericton to Woodstock	63			C.P.R.
"	Toronto, Grey & Bruce	Toronto to Owen Sound	116½			"
"	Wellington, Grey & Bruce	Clifford to Southampton	46¾			G.T.R.
				709	3,677¾	
1873-4....	Intercolonial	Riviere du Loup to St. Flavie	84			
"	Toronto, Grey & Bruce	Orangedale to Teeswater	67			C.P.R.
"	Wellington, Grey & Bruce	Palmerston to Kincardine	66			G.T.R.
				217	3,894¾	
1874-5....	Hamilton & Lake Erie	Hamilton to Port Dover	40¼			"
"	London, Huron & Bruce	London Junction to Wingham	69			"
"	Montreal, Portland & Boston	Farnham to Grandby	15			"
"	New Brunswick	Hartland to Andover	36			C.P.R.
"	Northern	Barrie to Muskoka	47¾			G.T.R.
"	Port Hope, Lindsay & Beaverton	Orillia to Waubashene, Waubasheno to Midland	32			"
"	Prince Edward Island	Souris to Charlottetown, Georgetown to Tignish Junction	197			
"	South Eastern	Stanstead, Sheffield & Chambly Ry. to Province Line	44			Vermont Central.
1875-6....	Whitby and Port Perry	Whitby to Port Perry	20			G.T.R.
				501	4,395¾	

1875-6....	Brantford, Norfolk and Port Burwell.....	Brantford to Tilsonburg.....	34½	.....	.....	G. T. R.
"	Brockville and Ottawa	Carleton Place to Ottawa.....	29	.....	.....	C. P. R.
"	Chatham Branch.....	Chatham Junction to Chatham	9	.....	.....	Intercolonial.
"	Intercolonial.....	Moncton to Campbellton.....	185	.....	.....	
"	Kingston and Pembroke	Kingston to Sharbot Lake.....	47½	.....	.....	C. P. R.
"	Montreal and Vermont Junction.....	St. John's, P.Q., to International Boundary.....	23½	.....	.....	"
"	New Brunswick	McAdam Junction to Benton.	33	.....	.....	"
"	Port Dover and Lake Huron.....	Port Dover to Stratford.....	55½	.....	.....	G. T. R.
"	South Eastern.....	Sorel to Sutton Junction	21	.....	.....	
"	Whitby and Port Perry.....	Whitby to Port Perry.....	20	.....	.....	G. T. R.
				457	4,852¾	
1876-7....	Albert Southern.....	Salisbury to Harvey	45	.....	.....	
"	Canada Central.....	Pembroke to Moose Lake.....	34½	.....	.....	C. P. R.
"	Intercolonial	Campbellton to St. Flavie.....	105½	.....	.....	
"	Lake Simcoe Junction.....	Stouffville to Jackson's Point	27	.....	.....	
"	Levis and Kennebec	Black Lake to Harlaka Junction.	74	.....	.....	G. T. R.
"	Massawippi Valley.....	Extension to Lennoxville.....	½	.....	.....	
"	Montreal, Portland and Boston.....	Richelieu to Farnham.....	9	.....	.....	Montreal and Province Line.
"	New Brunswick.....	Aroostook to Edmundston.....	20	.....	.....	C. P. R.
"	Petitcodiac and Elgin.	Petitcodiac to Elgin.....	14	.....	.....	Elgin and Havelock.
"	Quebec Central.....	Sherbrooke to Black Lake.....	64	.....	.....	
" .. .	Whitby and Port Perry.....	Port Perry to Manilla	13¾	.....	.....	G. T. R.
				407¼	5,260	
1877-8 ...	Canada Southern.....	Extension to Cartwright.	4	.....	.....	
"	Grand Trunk	Berlin to Waterloo.....	1¾	.....	.....	
"	Hamilton and South Western.....	Hamilton to Allandale.....	95½	.....	.....	G. T. R.
"	Intercolonial.....	Extension to Halifax	2	.....	.....	
"	Intercolonial.....	Sherbrooke to Megantic.....	57½	.....	.....	
"	Kingston and Pembroke.....	Sharbot Lake to Mississippi.....	14	.....	.....	C. P. R.
" ...	Laurentian	St. Thérèse to St. Lin	15	.....	.....	
"	Montreal, Portland and Boston.....	St. Lambert to Richelieu.....	23	.....	.....	
"	New Brunswick.....	To Edmundston.....	38	.....	.....	C. P. R.
"	Port Dover and Port Huron.....	Stratford to Dover	27½	.....	.....	G. T. R.
" . ..	Quebec Central.....	Beauce Junction to St. Flavie	15	.....	.....	
"	Quebec, Montreal and Ottawa.....	Montreal to Ottawa	117½	.....	.....	C. P. R.
"	South Eastern.....	To Sutton Junction.....	72	.....	.....	
"	Victoria.....	Haliburton to Victoria Junction...	54¼	.....	.....	G. T. R.
"	Waterloo and Magog.....	Waterloo to Magog.....	23	.....	.....	
				560	5,820	
1878-9....	Grand Junction.....	Belleville to Lakefield Junction.....	63½	.....	.....	G T. R.
"	Intercolonial.....	Megantic to Maine Boundary.....	12	.....	.....	
"	Hamilton and South Western.....	Berlin to Lake Junction.	41	.....	.....	G. T. R.
"	Missiquoi and Black River.....	.....	10	.....	.....	
"	Quebec, Montreal, Ottawa and Occidental ..	Quebec to St. Martin's Jct., 159 miles; Piles Jct. to Grand Piles, 275 miles; Joliette to St. Félix, 17 miles; Bertha Jct, to Berthaville, 2 miles....	212	.....	.....	C. P. R.
"	St. Martin's and Hampton.....	Hampton to St. Martin's.....	30	.....	.....	
1878-9....	Springhill and Parsboro.....	Springhill to Parrsboro.....	32	.....	.....	
				400½	6,220½	

APPENDIX "A"—*Continued.*

HISTORY OF RAILWAY MILEAGE IN CANADA.

Year.	Name of Railway.	Location.	Details of miles opened for traffic in each year.	Miles opened for traffic in each year.	Total miles opened for traffic at end of each year.	Now operated by
1879-80	Belleville and North Hastings	North Hastings Junction to Elerado	22			
"	Canadian Pacific	Emerson to Winnipeg, 65 miles; Winnipeg to Ingolf, 101 miles; Port Arthur to English River, 114 miles	280			
"	Carleton Branch	Carleton to Junction	2			
"	Grand Southern of New Brunswick	St. John to St. Stephen	82			
"	Halifax and Cape Breton	New Glasgow to Strait Canso	79			
"	Kent Western	Kent Junction to Richibucto	3½			Kent Northern.
"	Kingston and Pembroke	Mississippi to Snow Road	2			C. P. R.
"	Lake Champlain and St. Lawrence	Standbridge to Gullinore	60½			
"	Midland		4½			G. T. R.
"	New Brunswick and Canada	McAdam to Vanceboro	7			C. P. R.
"	Prince Edward County	Picton to Trenton	32			Central Ontario.
"	Western Counties	Digby to Yarmouth	67			Dominion Atlantic.
				641½	6,862	
1880-1	Canada Central	Moose Lake to Mattawa	47½			C. P. R.
"	Credit Valley	Toronto to St. Thomas; Streetsville to Orangeville; Church Falls to Stone	183½			"
"	Grand Trunk	Sarnia to Point Edward	4½			
"	Halifax and Cape Breton	Strait Canso to Mulgian Wharf	1			Intercolonial.
"	Intercolonial	Small Extension	1⅝			
"	Kent Western	Extension to Richibucto	7¾			Kent Northern.
"	Montreal, Portland and Boston	St. Ringmonti to St. Carsiar	4			Montreal and Province Line.
"	North Simcoe	Colwell to Penetanguishene	33¼			
"	Quebec and Lake St. John	To Roberville	36			Canada Northern.
				319¼	7,181¼	
1881-2	Bay of Quinté	Deseronto to Deseronto Junction	4			
"	Canada Atlantic	Cotean Junction to Casselman	48½			G. T. R.
"	Canada Central	Mattawa to Callander	38			C. P. R.
"	Canadian Pacific	Callander to Vernie	51½			
"	Canadian Pacific	St. Thérèse to St. Eustache	8			
"	Georgian Bay and Lake Erie	Palmerston to Hynorth	56			G. T. R.
"	Kent Western	To Richibucto	7			Kent Northern.

"	Kingston and Pembroke	Snow Road to Larante	7½			C. P. R.
				220½	7,401¾	
1882-3	Canada Atlantic	Casselman to Ottawa	30			G. T. R.
"	Canadian Pacific	English River to Ingolf, 213 miles; Winnipeg to Bowell, 696 miles	909½			
"	Canadian Pacific	Vernie to Cutler	124½			
"	Canadian Pacific	St. Therese to St. Jerome	2¾			
"	Georgian Bay and Lake Erie	Hynorth to Wiarton, 8 miles; Palmerston to Durham, 26¾ miles	34¾			G. T. R.
"	Kent Western	To Richibucto	9			Kent Northern.
"	Kingston and Pembroke	To Renfrew	10			C. P. R.
"	Manitoba and Southwestern	Portage LaPrairie to Minnedosa	79			"
"	Manitoba and Southwestern	Winnipeg to Elm Creek	50¾			"
"	Montreal and Champlain	St. Martin's to Howark	4¾			
"	Midland	Blackwater to Lindsay, 18¾ miles; Peterborough to Omemee, 13¾ miles	32½			G. T. R.
"	Montreal and Sorel	St. Lambert to Sorel	44¾			Que., M'tl. & S'th'n.
"	Montreal, Portland and Boston	St. Caesar to Marieville	8¾			Mont. & Prov. Line.
"	North Shore, P. Q.		8½			
"	Northern and Southwestern		8½			
"	Southeastern	Drummond to St. Anenice	10			
				1,368	8,769¾	
1883-4	Canada Atlantic	Coteau Junction to Coteau Landing	2			G. T. R.
"	Canada Southern	Essex Centre to Amherstburg	16			
"	Canada Central	Renfrew to Eganville	26			C. P. R.
"	Canadian Pacific	Sudbury to Algoma	96			
"	Canadian Pacific	Cutler to Port Arthur	482			
"	Central Ontario	Picton to Elderado	71½			
"	Erie and Huron	Rondeau to Wallaceburg	41½			L. E. and D. R.
"	Intercolonial	Dalhousie Junction to Dalhousie	7			
"	Kingston and Pembroke	Lavante to Renfrew	31			
"	Manitoba and Southwestern	Winnipeg to Minniota	46			C. P. R.
"	Montreal and Champlain	Howick to International Boundary	35			
"	Thousand Islands	Gananoque to G. T. R.	3¼			
				857¼	9,627	
884-5	Canada Atlantic	Clark's Island to Lacolle	46¼			G. T. R.
"	Canadian Pacific	Bowell to Glacier	393			
"	Canadian Pacific	Buckingham	4			
"	Intercolonial	St. Charles Branch	14			
"	Jacques Cartier Union	Jacques Cartier to Junction with C. P. R.	6½			
"	Napanee, Tamworth and Quebec	Napanee to Tamworth	28½			
"	Ontario and Quebec	Toronto to Perth	199			C. P. R.
"	Prince Edward Island	County Line to Cape Traverse	12			
"	Sarnia, Chatham and Erie	Oil Spring to Oil City	5½			Canada Southern.
				708¾	10,335¾	
1885-6	Canadian Pacific	Glacier to Revelstoke	41			
"	Caraquet	Gloucester Junction to Caraquet	45			
"	Elgin, Petitcodiac and Havelock	Petitcodiac to Havelock	12½			Elgin and Havelock.
"	Intercolonial	Dartmouth Branch	5			
"	Manitoba and Southwestern	Elm Creek to Switzer Junction	114½			C. P. R.

APPENDIX "A."—*Continued.*

HISTORY OF RAILWAY MILEAGE IN CANADA.

Year.	Name of Railway.	Location.	Details of miles opened for traffic in each year.	Miles opened for traffic in each year.	Total miles opened for traffic at end of each year.	Now operated by
1885-5....	Manitoba Northwestern	Minnedosa to Salt Coats	51			C. P. R.
"	Northern Pacific Branch	Gravenhurst to Sundridge	71¼			"
"	Northwest Coal and Navigation Co.	Dunmore to Lethbridge	109½			"
"	Quebec and Lake St. John	To Roberville	18			Canadian Northern.
"	St. John Bridge and Railway	N. B. Railway to T. C. Railway	1¾			
"	Waterloo and Magog	Waterloo to Sherbrooke	16			
				485½	10,821¼	
1886-7....	Canadian Pacific	Revelstoke to Vancouver	460½			
"	Canadian Pacific		10½			
"	Caraquet	Caraquet to Shippegan	16			
"	Erie and Huron	Wallaceburg to Sarnia	31½			L. E. and D. Ry.
"	Esquimalt and Nanaimo	Victoria to Wellington	78			
"	Great Northern	St. Jerome to New Glasgow	8			
"	Intercolonial	Fredericton Branch	14			
"	Lake Temiskaming	Long Sault to Lake Temiskaming	6			
"	L'Assomption	L'Epiphanie to L'Assomption	3½			
"	Manitoba and Southwestern	Domefield to Deloraine	46			C. P. R.
"	Manitoba Northwestern	Binscarth to Russell, Minnedosa to Rapid City, Salt Coats to Langenburg	77½			"
" ..	New Brunswick and P. E. I Ry	Sackville to Cape Tormentine	36			
1886-7....	Northern Pacific Junction	Sundridge to Nipissing	40¼			
"	Northern and Western, N.B.	Gibson and Chatham Junction, 107 miles, Blackville to Fredericton	116			Intercolonial.
"	Nosbonsing and Nipissing	Lake Nipissing to Lake Nosbonsing	5½			C. P. R.
"	Pontiac Pacific Junction	Aylmer to Coulonge Village	61			Canadian Northern.
"	Qu'Appelle, Long Lake and Saskatchewan	Regina to Craven	23			
				1,033¼	11,854½	
1887-8....	Atlantic and North Western	Mile End to Farnham	44½			C. P. R.
"	Buctouche and Moncton	Moncton to Buctouche	32			
"	Canada Atlantic		2			G. T. R
"	Canadian Pacific	Sudbury to Copper Mines	5			
"	Canadian Pacific	Algoma to Sault Ste. Marie	86½			
"	Caraquet	Shippegan to Tracadie Mills	8			
"	Chatham Branch	Chatham Station to Wharf	2			Intercolonial.
"	Intercolonial	Picton Town Branch	14			

"	Joggins Mines	McCann Station to Joggins Mines	12			Maritime R.C. & P. Co.
"	Leamington and Lake St. Clair	Comlier Station to Leamington	16			Canada Southern.
"	Ontario and Quebec	Perth to Montreal	140			C. P. R.
"	Toronto, Grey and Bruce	Glennamma to Wingham	5			"
"	West Ontario Pacific	Woodstock to London	26½			"
				393½	12,248	
1888-9	Atlantic and North Western	Farnham to Maine Boundary	138			C. P. R.
"	Beauharnois Junction	St. Martin's to Valleyfield	30½			G. T. R.
"	Canada Atlantic		7⅝			"
"	Dominion Line	Dudville Junction to Dudville	4¾			
"	Elgin, Petitcodiac and Havelock	Havelock to Killam's Mills	1⅘			Elgin and Havelock.
"	Fredericton and St. Mary's Bridge	Bridge to St. Mary's	1¼			Intercolonial.
"	Guelph Junction	Guelph	15			C. P. R.
"	Lake Temiskaming	Kippecon Branch	9¼			
"	Lake Erie, Essex and Detroit	Walkerville to Leamington	32			Pere Marquette.
"	Lower Laurentian	St. Tete Junction to St. Pierre Junction	22			Can. Northern, Que.
"	Manitoba North Western	Sandburge to Salt Coats	25¼			C. P. R.
"	Montreal and Lake Maskinonge	St. Felix to St. Gabriel	10			"
"	Ontario and Quebec	Montreal to Windsor Junction	4¾			"
"	Quebec and Lake St. John	To Roberville	123			Canadian Northern
"	Sarnia, Chatham and Erie	Oils Springs Branch	2½			Canada Southern.
"	St. Louis and Richibucto	St. Louis to Richibucto	7			Kent Northern.
"	South Norfolk	Simcoe to Port Rowan	17			G. T. R.
"	Temiscouata	Rivière du Loup to Edmundston	81			
"	Thousand Islands	G. T. R. Junction to Gananoque Wharf	1			
				533¾	12,781¼	
1889-0	Central, N.B.	Norton to Chipman	44½			N. B. C. and R.
"	Erie and Huron	Branches	2¾			L. E. and D. R.
"	Great Northern	New Glasgow to St. Julian	10¼			
"	Hereford	Vermont Junction to Dudville	48½			
"	Kingston, Napanee and Tamworth	Yonker to Harrowsville, 7 miles, Tamworth to Tweed, 21 miles	28			
"	Montreal and Lake Maskinonge	To St. Gabriel	3			Can. Pac. Ry.
"	Northern Pacific and Manitoba	Winnipeg to International Boundary	65¼			Can. Northern Ry.
"	Northern Pacific and Manitoba	Winnipeg to Portage La Prairie	52½			" "
"	Northern Pacific and Manitoba	Morris to Brandon	148			" "
"	Ontario and Quebec	London to Windsor	112½			C.P.R.
"	Pontiac and Renfrew	Wyman to Bristol Iron Mines	4¼			"
"	Quebec and Lake St. John	Branch to Roberville	14			C.N.R.
"	Quebec, Montmorency and Charlevoix	Heliville to St. Anne	20½			Que. Ry. L. & P. Co.
				551	13,332¼	
1890-1	Alberta Railway and Coal Co	Lethbridge to Coutts	66¾			C.P.R.
"	Canadian Pacific	Winnipeg to Glenboro	6¼			
"	Columbia and Kootenay	Robson to Nelson	27½			"
"	Cornwallis Valley	Kentville to King's Port	14			D. A. R.
"	Drummond County	St. Rosalie to Nicolet	45			Intercolonial.
"	Great Northern	St. Andrew's to Lachute	7			C. N. Quebec.
"	Intercolonial	Point Tupper to Sydney	90			
"	Intercolonial	North Sydney Branch	5			
"	Intercolonial	Oxford Junction to Brown's Point	67			

APPENDIX "A"—*Continued.*

HISTORY OF RAILWAY MILEAGE IN CANADA.

Year.	Name of Railway.	Location.	Details of miles opened for traffic in each year.	Miles opened for traffic in each year.	Total miles opened for traffic at end of each year.	Now Operated by
1890-1	Intercolonial	Pugwash Branch	5			
"	Lake Erie, Essex and Detroit	Fosters to Decons Mills	4			Père Marquette.
"	Manitoba Northwestern		1⅝			C. P. R.
"	Montreal and Ottawa	Vaudreuil to Rigaud	16½			"
"	Nova Scotia Central	Middletown to Lunenburg	74			Halifax and South-western.
"	Qu'Appelle, Long Lake and Saskatchewan	Regina to Prince Albert	224			Canadian Northern.
"	Quebec and Lake St. John	Chambord Junction to Chateau	6			" "
"	Salisbury and Harvey	Albert to Prescott	1			
"	Saskatchewan and Western	Minnedosa to Rapid City	15			C. P. R.
				676	14,008¼	
1891-2	Albert Southern	Harvey Bank to Alma	16			
"	Brockville, Westport and S. Ste. Marie	Brockville to Westport	45			Brockville, Westport and Northwestern.
"	Calgary and Edmonton	Calgary to Edmonton, 190½ miles; Calgary to Edmonton, 63½ miles	254			C. P. R.
"	Central Counties	Glen Robertson to Hawkesbury	21			G. T. R.
"	Canadian Pacific	Kenway to Oxbow	114			
"	Canadian Pacific	Elmsboro to Nesbot	27			
"	Canadian Pacific	Missouri to Missouri Junction	10			
"	Grand Trunk	Blackwell to Sarnia	5			
"	Great Northwest Central	Chatu to Lenore	51			C. P. R.
"	Great Eastern	Yamaska to River St. Francis, 6 miles; Nicolet to Junction with G. T. R., 7 miles	13			
"	Lower Laurentian	To St. Pierre Junction	17½			C. N. Quebec.
"	North Pacific and Manitoba	Connections with C. P. R. at Winnipeg	1¼			C. N. R.
"	Orford Mountain	Eastman to Lawrenceville	10			
"	Ottawa and Gatineau Valley	Junction C. P. R., Hull to Farrelton	30			C. P. R.
"	Qu'Appelle, Long Lake and Saskatchewan	To Prince Albert	7			C. N. R.
"	Shuswap and Okanagan	Sanona to Okanagan	51			C. P. R
"	St. Lawrence and Adirondack	Valleyfield to International Boundary	20			
"	St. Clair Tunnel	Sarnia to Port Huron	2¼			
"	Temiscouata	Edmundston to Connors	32			
"	Waterloo Junction		10¼			
"	Western Counties	Annapolis to Digby	20			Dominion Atlantic.

"	Windsor and Annapolis	Wilmot to Torbrook	3½			" "
				760¾	14,769	
1892-3....	Atlantic and Northwestern	Renfrew to Eganville	22½			C. P. R.
"	Bay of Quinté	New Branch	¼			
"	Calgary and Edmonton	Newtown to Fort McLeod	42¼			"
"	Canadian Pacific	Deloraine to Napinka	18½			
"	Canadian Pacific	Menteith Junction to Reston	31¼			
"	Canadian Pacific	Oxbow to Estevan	41¾			
" ...	Canadian Pacific	Glenboro to Souris	18½			
" ...	Fredericton and St. Mary's	Fredericton to St. Mary's	¾			
"	Grand Trunk	Glencoe to Kings Port	21			
" ...	Grand Trunk	Toronto Belt Line	13			
"	Lake Erie and Detroit River	Leamington to Ridgetown	46			Père Marquette.
"	London and Port Stanley	London to Port Stanley	24			" "
"	Montreal and Ottawa	Rigaud to Point Fortune	7			C. P. R.
" ...	Montreal and Western	St. Jerome to St. Agatha	30½			"
"	New Glasgow Iron and Coal	Ferona Junction to Sunny Brae	12½			
" ...	Ottawa and Gatineau Valley		10			"
"	Port Arthur, Duluth and Western	Port Arthur to International Boundary	85½			C. N. R.
"	Quebec and Lake St. John	To Chicoutimi	46			"
				471½	15,240½	
1893-4...	Baie des Chaleurs	Metapedia to Chaplin	80			
"	Brantford, Waterloo and Lake Erie	Brantford to Waterford Junction	17			G. T. R.
"	Canadian Pacific	North Portal to Pasqua	160¾			
"	Drummond County	St. Leonard Junction to Lemieux	20			Intercolonial.
"	Irondale, Bancroft and Ottawa	G. T. R. Junction to Bancroft	20			
"	Kingston, Napanee and Tamworth	To Sydenham	4½			
"	Lake Temiskaming Col	Mattawa westwards	10¼			C. P. R.
"	Montreal and Western	St. Agathe to La Belle	39½			"
"	Montford Colonization	Montreal to Montford	10			C. N. Que.
"	Nelson and Fort Sheppard	Five Mile Point to Fort Sheppard	55½			
"	Orford Mountain	Laurenceville to Kingsbury	26½			
"	Ottawa and Gatineau	Junction C. P. R. to Wright	16			C. P. R.
"	Ottawa, Arnprior and Parry Sound	Ottawa to Golden Lake	85			G. T. R.
"	Ontario and Quebec	Leaside Junction to Toronto	5¼			C. P. R.
"	Parry Sound Colonization	Scotia to Eglington	29½			G. T. R.
"	Phillipsburg Junction	Standbridge to Phillipsburg	6¾			
"	Thousand Islands	Extension across Gananoque Line	¼			
"	Tobique Valley	Perth Junction to Plaster Rock	28			
"	United Counties	St. Hyacinthe to Iberville Junction	30			Quebec, Montreal and St. Hyacinthe.
				644	15,880½	
1894-5....	Canada Central	Junction with Lower Laurentian to St. Flore	10			C. P. R.
"	Drummond County	Lemieux to Manseau	8			Intercolonial.
"	Grand Trunk	Owen Sound Branch	12½			
"	Great Northern	Lower Laurentian to St. Flore	10			C. N. Quebec.
"	Irondale, Bancroft and Ottawa	To Bancroft	10			
"	Lake Temiskaming Colonization		20¼			C. P. R.
"	Lotbiniere and Megantic	System Junction to St. Jeans de Challeau	23¾			
"	Montford Colonization	Montford to Poland Lake	11			C. N. Quebec.

APPENDIX "A."—*Continued.*

HISTORY OF RAILWAY MILEAGE IN CANADA.

Year.	Name of Railway.	Location.	Details of miles opened for traffic in each year.	Miles opened for traffic in each year.	Total miles opened for traffic at end of each year.	Now operated by
1894–5	Nakusp and Slocan	Nakusp to Three Forks	37			C. P. R.
"	Ottawa, Arnprior and Parry Sound	Golden Lake to Whitney	61			G. T. R.
"	Parry Sound Colonization	Eglington to Rose Point	18¼			"
"	Quebec, Montmorency and Charlebois	St. Anne's to Cape Tourmant	9			Quebec Ry., Light and Power Co.
"	Sydney and Louisburg	Branches to Coal Mines, 13½ miles; Sydney to Louisburg, 39¼ miles	52¾			
"	Toronto, Hamilton and Buffalo	Waterford to Hamilton	43			
"	United Counties	Floville to St. Hyacinthe	31			Quebec, Montreal and Southern.
"	Victoria and Sydney, B. C.	Victoria to Sydney	16¼			
				373¼	16,253¾	
1895–6	Sarnia, Chatham and Erie	Oil City to Petrolia	7¼			Canada Southern.
"	Canadian Pacific		79½			
"	Central Counties	South Indian to Rockland	16			G. T. R.
"	Great Northern	St. Flore to Shawenegan	11			C. N. Quebec.
"	Intercolonial	Windsor Junction to Dartmouth	12			
"	Irondale, Bancroft and Ottawa	To Bancroft	15			
"	Kaslo and Slocan	Kaslo to Slocan	31			C. P. R.
"	Ottawa and Gatineau		2			"
"	Ottawa, Arnprior and Parry Sound	Whitney to Algonquin Park	22¾			G. T. R.
"	Quebec Central	Twing Junction to Megantic	60			
"	Sydney and Louisburg	Sydney Junction to Sydney	1¼			
"	Toronto, Hamilton and Buffalo	Hamilton to Welland	42			
"	Tilsonburg, Lake Erie and Pacific	Port Burwell to Tilsonburg	16			C. P. R.
				315¾	16,569½	
1896–7	Cap de la Madeline	Piles Junction to Cap de la Madeline	2¼			C. P. R.
"	Lake Manitoba and Canals	Gladstone to Sifton	100¾			"
"	Lotbiniere and Megantic	To St. Jean Chaleur	7			
"	Massawippi Valley	Stanstead Junction	2			
"	Montreal and Ottawa	Rigaud to Alfred	29¼			C. P. R.
"	Ontario, Belmont and Western	Central Ontario Junction Iron Mines	9½			
"	Ottawa, Arnprior and Parry Sound	Algonquin Park to Scotia Junction	44½			G. T. R.
"	Red Mountain, B. C.	International Boundary to Rossland	9½			
"	St. Lawrence and Adirondack	Beauharnois to Adirondack	13			

"	St. Stephen and Milltown	St. Stephen to Milltown	4 3/4			C. P. R.
				222 1/2	16,792	
1897-8....	Albert Southern	Albert to Harvey Bank	3			
"	Baie des Chaleurs	Caplin to Paspebiac	20			
"	Canadian Pacific		18			
"	Coast Railway	Yarmouth to Pubnico	20			
"	Columbia and Western		31			C. P. R.
"	Drummond County	Manseau to Chaudiere	43			I. R. C.
"	Gulf Shore	Caraquet Junction to Pocmouce	16 3/4			
"	Great Northern	Joliette to St. Boniface	16 1/2			C. N. Quebec.
"	Great Eastern	Yamaska to Sorel	10			
"	Irondale, Bancroft and Ottawa	To Bancroft Station	3			
"	Lake Manitoba and Canals	Sifton to Winnipegosis	22 1/2			C. P. R.
"	Montreal Colonization	Toland Lake to Herberdam	12			
"	Ottawa, Arnprior and Parry Sound	Rose Point to Depot Harbor	2 3/4			G. T. R.
"	Phillipsburg Junction	To Philipsburg	3/4			
"	Tilsonburg, Lake Erie and Pacific	To Tilsonburg	4			C. P. R.
				223 1/4	17,015 1/4	
1898-9....	British Columbia Southern	Nelson to Proctor	20 1/2			C. P. R.
"	Canadian Northern		1 1/2			
"	Canadian Pacific	Lethbridge to Kootenay Landing	181 1/2			
"	Columbia and Western	Castegga Junction to Rossland and Boundary	35 1/4			C. P. R.
"	East Richelieu Valley	Iberville to Norgen Junction	22 3/4			Quebec Montreal and Southern.
"	Montreal and Ottawa	Alfred to C. A. Railway Junction	40 1/2			C. P. R.
"	Northern Pacific and Manitoba		46 1/2			C. N. R.
"	Ontario and Quebec	Montreal Station to Montreal Junction	5 1/4			C. P. R.
"	Ottawa and New York	Ottawa to St. Lawrence River	57 1/2			
"	Pembroke Southern	Golden Lake to Pembroke	21			G. T. R.
				432 1/4	17,447 1/2	
1899-0....	British Yukon	White Pass to White Horse Spur	64 3/4			
"	Canadian Northern		92			
"	Canadian Pacific		68 3/4			
"	Columbia and Western	Castegga Jct. to Midway, 101 miles; Mining Spur to Boundary Creek, 23 miles	124			C. P. R.
"	Halifax and Yarmouth	Pubnico to Shag Harbour	12			Halifax & S. Western.
"	Manitoba Northwestern		2 3/4			C. P. R.
"	Portage and Northwestern		29 1/4			C. N. R.
"	Montreal and Sorel	Sorel to Yamaska	19			Que., Mont'l & S'thrn.
				412 1/2	17,860	
1900-1....	Algoma Central and Hudson Bay	Sault Ste. Marie to Oglidaka	48			
"	Bedlington and Nelson	Port Hill to C. P. R	15 1/4			
"	British Yukon	Branch to White Horse	25 3/4			
"	Canada Atlantic	Branch in Ottawa	1 3/4			G. T. R.
"	Canadian Pacific		94			
"	Canadian Northern		172 3/4			
"	Central Ontario	To Bancroft and Coe Hill Mines	21			
"	Great Northwest Central		20			C. P. R.
"	Great Northern		100			C. N. Que.
"	Inverness and Richmond	Port Hawkesbury to Inverness	56 1/2			Inverness Coal & Ry. Co

APPENDIX "A"—*Continued.*

HISTORY OF RAILWAY MILEAGE IN CANADA.

Year.	Name of Railway.	Lacation.	Details of miles opened for traffic in each year.	Miles opened for traffic in each year.	Total miles opened for traffic in each year.	Now operated by
1900-1	Lenora and Mount Sicker	Lenora Mines to Crofton	6½			
"	Montreal and Sorel	To Yamaska	7			Que., Mont'l & S'thrn.
"	New Westminster Southern	Douglas to South Westminster	24			
"	Northern Pacific and Manitoba		4½			C. N. R.
"	Ottawa and Gatineau		1½			C. P. R.
"	Portage and Northwestern		5¾			C. N. R.
"	Rutland and Noyan	International Boundary to Noyan	3½			
"	St. Mary's River	Sterling to Cardston	30			Alta. Ry. & Irrigt'n Co.
"	Thousand Islands	To Gananoque Station	2			
"	York and Carleton	Cross Creek to Stanley	5¾			
				645½	18,505½	
1901-2	Algoma Central and Hudson Bay	Cglidaka to Pangissin	32½			
"	Canadian Northern	Josephine Yards to Josephine Mines	370½			
"	Canadian Pacific		284			
"	Central Counties	Glen Robertson to Hawkesbury	21			G. T. R.
"	Grand Trunk	Meaford to Meaford Harbour	2			
"	Inverness and Richmond	I. R. C. Jct. Point Tupper to Hawkesbury	4½			Inverness Coal & Ry. Co
"	Lake Erie and Detroit River	To St. Thomas	44½			
"	Lenora and Mount Sicker	Lenora Mines to Crofton	5¾			
"	Liverpool and Milton	Liverpool to Milton	5½			
"	Manitoulin and North Shore	Sudbury to Gertrude, 13½ miles; Stanley Jct. to Spanish River, 1½ miles; Elsie Jct. to Mines, 1 mile	16			
"	Midland (N.S)	Windsor to Truro	58			Dominion Atlantic.
"	Ottawa and Gatineau	Extension to Hull	1¼			C. P. R.
"	Pontiac Pacific Jct	Aylmer to near Hull	7			"
"	Toronto, Hamilton and Buffalo	Hamilton Jct. to Hamilton	3½			
"	Victoria and Sidney, B.C	Terminal to Ferry	1¼			
				601½	19,107	
1902-3	Algoma Central and Hudson Bay	Michipicotin to Mines	12			
"	Baie des Chaleurs	To Paspebiac	2			
"	Bay of Quinté	Yarker to Sydenham	11½			
"	Bruce Mines and Algoma	Bruce Mines to Rock Lake	17¼			
"	Canadian Pacific		69			
"	Crow's Nest Southern	International Boundry to Fernie	53¼			

"	Edmonton, Yukon and Pacific	Strathcona to Edmonton	4½			C. N. R.
"	Halifax and Yarmouth	Shag Harbour to Barrington	18			Halifax & S. Western.
"	Intercolonial	Rivière Ouelle Branch	6			
"	Kootenay and Arrowhead	Lardo to Gerrard	33½			C. P. R.
"	Kettle River Valley	Grand Falls to Republic	3¾			
"	Pontiac Pacific Jct	Davidson to Waltham	10			C. P. R.
"	Quebec and Lake St. John	Chambord Jct. to Chicoutimi	44			C. N. R.
"	Tilsonburg, Lake Erie and Pacific	Tilsonburg to Ingersoll	15¼			C. P. R.
"	Vancouver and Lulu Island	Vancouver to Steveston	17¼			"
"	Vancouver, Victoria and Eastern	Laurica to Grand Forks, 14½ miles; Grand Forks Jct. to Danville, 2 miles	16½			
"	Victoria Terminal Railway and Ferry Co	Cloverdale to Port Guichon, 16 m.; into Victoria, 1½ m	17½			
				351¼	19,458¼	
1903-4	Albert		2			
"	Bay of Quinté	To Bannockburn, Deseronto	20½			
"	Canadian Pacific	To West Deseronto	84¾			
"	Cape Breton Extension	Point Tupper to St. Peters	31			
"	Great Northwest Central	Forest to Lenora	40			C. P. R.
"	Halifax and Southwestern		22			
"	Manitoba Southeastern		107			C. P. R.
"	Manitoba and Northwestern	Yorktown to Sheho	42½			C. P. R.
"	Montreal and Province Line	Farnham to Frelighsburg	18			
"	Morrissey, Fernie and Michel	Swantson to Carbonada	4¾			
"	Maganetawan River	Burk's Falls to Maganetawan	2			
"	Ontario and Rainy River		9¾			C. N. R.
"	Ottawa, Northern and Western	Blue Sea Lake to Maniwaki	22			C. P. R.
"	Restigouche and Western	Campbellton, 18 miles west	18			Int'l of N. Bk.
"	Schomberg and Aurora	Bard Lake to Schomberg	14½			
"	St. Mary's River	To Cardstone	17			Alberta Ry Irrigation Co.
"	Wellington Colliery	Senior Bay to Cumberland	10¾			
				466½	19,924¾	
1904-5	Beersville Coal	Adamsville to Mount Carlisle	8¾			
"	Canadian Northern		527¼			
"	Canadian Pacific	Gaterhongay to Lyleton, 22 miles Deloraine to Lyleton, 365¾ miles Arcola to Regina, 113 miles	173¾			
"	Crow's Nest		10			
"	Chateauguay and Northern	Montreal to Joliette	36¼			Can. Nth'n Que.
"	Halifax and Southwestern		97			
"	Klondyke Mines	Dawson City to Steward River	2			
"	Lindsay, Bobcaygeon and Pontypool	Burkton Jct. to Bobcaygeon	38¾			C. P. R.
"	Morrissey, Fernie and Michel	To Carbonada	6			
"	Northern Colonization	Labelle to Nominingue	23½			"
"	Orford Mountain	Eastman to Bolton Line	12			
"	Princeton Branch	Milltown to International Boundary	5			
"	Quebec and Lake St. John	Valcartier to St. Gabriel	4			C. N. R.
"	Restigouche and Western	Campbellton	20			Int'l of N. Bk.
"	Sydney and Louisburg	Branch	4			
"	Temiskaming and Northern Ontario	North Bay to New Liskeard	113			
"	Vancouver, Victoria and Eastern	Copper Jct. to Phœnix and Branch	29¼			

APPENDIX "A"—*Concluded.*

HISTORY OF RAILWAY MILEAGE IN CANADA.

Year.	Name of Railway.	Location.	Details of miles opened for traffic in each year.	Miles opened for traffic in each year.	Total miles opened for traffic at end of each year.	Now operated by.
1904-5	Vancouver, Westminster and Yukon	Vancouver to New Westminster	14¾			
1905-6	Algoma Central and Hudson Bay	Branch to Maple Camp, 1 mile; Lake Wild to Breiting Mine, 2 miles; branches to Chippewa River, 1 mile		1,125¼	21,050	
"	Prince Edward Island	Charlottetown to Murray Harbour, 52¼ mile; Montague Jct. to Montague, 6¼ miles	4			
"	Central of N.B	Chipman to Minto	58½			
"	Klondyke Mines Ry	To Steward River	13¼			N.B. Coal & Ry.
"	International of N.B (formerly Restigouche and Western)	Campbellton, 28 miles west	13			
			28			
				116½	21,166½	

APPENDIX B.

RAILWAY STATISTICS.

A REPORT BY MR. JOHN MURPHY, ELECTRICAL ENGINEER OF THE DEPARTMENT OF RAILWAYS AND CANALS, AND OF THE RAILWAY COMMISSION, ON THE SUBJECT OF RAILWAY SIGNALLING.

DECEMBER 28, 1908.

Re Railway Signalling.

M. J. BUTLER, Esq., C.E.,
Deputy Minister and Chief Engineer,
Department of Railways and Canals.

DEAR SIR,—In accordance with the directions contained in your letter of March 17, 1908, I have made a general investigation of the signal systems in use on some of the leading railways on this continent, and, with the object in view of obtaining further information upon the subject of railway signalling, I visited a number of the manufacturers of signals and signal apparatus. I also attended in October last, the annual meeting of the Railway Signal Association at Washington, D. C.

Your credential, dated June 3, 1908, was intended to obtain for me 'the sympathetic co-operation of railway officers' in my work of signal investigation and I beg to state that this co-operation was extended in such a generous manner that I deem the action of the railway officers whom I met to be deserving of special mention. The Signal Engineer is a prominent and busy official on large railway systems; but I found none too closely engaged to give me all the attention which I desired.

After conferring with Mr. J. L. Payne, the Comptroller of Railway Statistics, as you directed me to do in your letter of March 17, 1908, I secured from the signal manufacturers lists of railway signal installations which best represented modern practice. I also obtained from them the names of some prominent signal engineers whom I could meet on my itinerary which extended as far west as Chicago and south to Washington, D.C. The kind assistance rendered by the manufacturers in this connection and in tendering information upon the subject of railway signalling is as deserving of gratitude as that received from the railway officials to whom reference is above made.

The Railway Signal Association had on November 17, 1908, a membership of 1,225, and this figure, in itself, will convey an idea of the extent to which the art, profession and business of railway signalling has grown. One important work which the Railway Signal Association has already accomplished is in connection with the standardization of signal practice and signal appliances. Formerly an engineman going over the various railway lines on this continent might meet 105 different 'aspects' (i.e. signals the indications of which conveyed certain directions or information), but the Railway Signal Association has reduced this number below 25. In this standardization work the association has had for its object the simplification of the language of fixed signals. In railway operation it is agreed that the burden on the engineman's memory should be lightened so that he may act almost automatically and without conscious effort at the instant

a signal 'indication' is presented to him. Judging by the reports of committees, and the discussions following their presentation at the annual meeting, it is evident that the work of standardization was only accomplished after much labour. When it is recalled that each railway had, without regard to any other, developed standards of its own, it can readily be imagined that these were not laid aside before the whole question had been thoroughly canvassed and the best designs selected. The committees which have drawn up detailed specifications for the materials used in the various branches of the signal business have also done a vast amount of useful work. Two recommendations adopted by the Railway Signal Association are worthy of special attention on account of their apparent reasonableness. One of these is in connection with the discontinuance of the use of the 'clear' light altogether, as a signal, and the other is in connection with semaphores. It is considered advisable to do away with the use of a clear light for the 'proceed' indication, because the red glass roundel of a 'stop' signal may be broken and a 'clear' signal be then wrongfully displayed. A green light should be used for 'proceed,' and a yellow light should be the 'caution' signal. In the event of any of the coloured glasses becoming broken, and a clear light being displayed, it is the duty of the engineman to 'stop and investigate' when this colour scheme is in vogue. The association goes further than this and recommends that two lights be placed in defined positions on every automatic and train order signal, and three lights on interlocking signals so that the enginemen cannot be misled by false signals. The semaphore recommended for use by the Railway Signal Association is the one which moves in the 'upper quadrant.' In the horizontal position it indicates: 'stop'; at an angle of 45° above the horizontal: 'caution'; and when vertical (90° above horizontal): 'proceed.' When this semaphore is out of order—overburdened for example, with sleet or snow—it cannot do worse than fall to, or stay at, the horizontal position and stop a train.

Another source of very valuable information in connection with this general investigation of railway signalling was the 'report of the Interstate Commerce Commission on Block Signal Systems and Appliances for the Automatic Control of Railway Trains,' dated February 23, 1907. This report contains a comprehensive treatment of these subjects and it deals concisely with all phases of the question of safety in railway operation.

In the absence of definite directions regarding the features of railway signalling which I was expected to investigate, I looked into the question from the following view points:—

1. What signal practices are the largest signal manufacturers advocating?
2. What signalling is being done by the largest railways, and, what are their signal engineers advising to be done?
3. How successfully are the various signal systems operated?
4. What railway signalling should be done in Canada?

(1) I found that the signal manufacturers are exceedingly cautious in the matter of tendering advice, but they are willing to make almost any apparatus that is required. They are anxiously waiting for the adoption, by all the railways, of 'standards'—such as those recently approved by the Railway Signal Association—so that the production of standard apparatus can be systematized and, consequently, cheapened. Their energies seem to have been concentrated during the last few years upon automatic signals and interlocking outfits, on account of the great demand for these devices which have been developed to a high state of perfection. The cheapest signal apparatus—the non-automatic—is the kind that is most costly to operate. The reverse is true of automatic apparatus, and as the automatic features are multiplied so the first cost is increased. The signal manufacturers while exhibiting automatic devices did not, however, attempt to prescribe the indiscriminate installation of automatic signal apparatus. It was gratifying to note that they were as anxious to know

all the conditions in connection with any railway before attempting to offer advice as though they were acting in the capacity of consulting signal engineers.

(2) The largest railway companies seem to have their attention centered on the subject of automatic signals and their signal engineers are impatiently waiting for authority, and funds, to automatically signal all important pieces of track which are not already so equipped. A great deal of automatic signalling has been done recently —about 4,000 miles of track in the year and a quarter ending January 1, 1908— and, I was informed in many quarters, a very large amount of this class of work would also have been carried out in 1908 but for the prevailing financial stringency.

(3) The successful operation of the automatic signal installations which I inspected may be gauged by the statement that millions of signal movements have been recorded without any failures. Automatic signals show the engineman whether he should or should not 'proceed,' and they also indicate whether the train speed should be limited or not. The condition of the track ahead of a train controls the automatic signal, and the presence of a car in the 'block' ahead, an open switch, a broken rail, or, a part of a train on a diverging track so close that it might be 'side-swiped' by an engine, will prevent an automatic signal from indicating 'proceed' unrestrictedly. All other types of signals are dependent upon the action of men; the automatic signal gives orders directly to the engineman without the intervention or co-operation of anyone.

(4) Although I had the benefit of interviews with some of the best authorities on the art of railway signalling in America, none of these gentlemen would go so far as to say automatic signals should be installed on every railway. Some of them had been afforded the opportunity of studying the question of safe railroad operation in Europe and they said that while they personally favoured the use of automatic sginals on their own railroads they could not lose sight of the fact that only a very small amount of automatic work had been done in England and Germany where the records for safe operation were very good. In the United States I found that the tendency seems to be to make automatic signals do all the work. In Europe, it would appear, trained men are more readily retained for long periods in positions of importance which are not very remunerative and, therefore, the necessity for automatic signals is not so acutely felt as it is in the United States. 'In Germany,' said one of my informants, 'every railway signal seems to be supplemented by an attendant.'

The signal engineers who are connected with railroads which operate two or more tracks all agree that these should be automatically signalled. These engineers do not give such an unreserved opinion about single track work. Some of them would only express an opinion upon the signal requirements of any railway after examining the details of its physicial and traffic conditions and learning what kind of employees were available. On the other hand the officials of some single track railways which are equipped with automatic signals told me that the investments which they had made in this connection—and which varied in cost from $900 per mile, in one case, to $2,400 per mile in another case—were the most satisfactory investments ever made, because (1) the automatic signal increased the capacity of their track and postponed, indefinitely, the necessity for double tracking, and, (2) it made operation more safe; as they said: 'automatic signals *prevent* collisions and run-offs from occurring—it is difficult to estimate what one collision, or a run-off at an open switch or a broken rail may cost.' It is simply lack of funds that prevents these operators from equipping all their single track lines with automatic signals. With a view to handling dense traffic safely and expeditiously, the tendency on all the railways that I visited is to interlock crossings and divergencies and to use semi-automatic signals at these points, i.e. signals which can only be moved by a hand controller to the 'clear' position when the 'route' which it is intended to 'set up' is 'clear.' At all other points automatic signals are to be used, and, as above stated, this removes the

responsibility of safe train movements from the shoulders of everyone but 'the man at the throttle. Tributes to the efficiency of the enginemen are constantly appearing in connection with the reports of what is called 'surprise checking' or 'signal observance records' on the railways which are using automatic signals. As the immediate observance of an automatic signal 'indication' is absolutely necessary in connection with high speed railroading, it is the practice of officials to unexpectedly set signals at the 'stop' position in order to ascertain if the enginemen are alert and obedient. It is not uncommon to find a whole month's work without a single case of disregarding signals being discovered.

With a system of automatic block signals in perfect order, and an ideal group of enginemen, there is only one other contingency to provide against, and that is the sudden death or disablement of the engineman. To provide against the engineman's failure to respond to a 'stop' indication 'automatic train stops' have been developed. There are some automatic stops in actual operation on electrically operated railways in this country, and I have heard of others in Europe. There is, in the opinion of a number of railway operators, a need for automatic stops. This subject has been thoroughly investigated and in this connection I will quote from the last report of the Automatic Stops and Cab Signal Committee of the Railway Signal Association. Under the heading of 'Recommendations' this report says:—

'Up to the present time descriptions and drawings of automatic stop and cab 'signal devices referred to in this committee have not included those which seem to be 'the best and the most practicable. Your committee is not in a position, and does 'not think it advisable, to recommend for trial any type of cab signal or automatic 'stop device with which they are familiar, believing that demonstrations of the prac-'tical workings of these systems should be made by the patentee, the manufacturer, 'or under the auspices of the Block Signal and Train Control Board of the Inter-'state Commerce Commission.'

In this same connection I beg to quote from the report of the Interstate Commerce Commission on Block Signal Systems and Appliances for the Automatic Control of Railway Trains, dated February 23, 1907. On page 20, after referring to the fact that in their belief an efficient 'automatic stop would prevent that last small percentage of such accidents as are due to the engineman falling dead at his post, and other like causes,' the report goes on, under 'Other Appliances,' to say:—

'A considerable number of inventions, embodying cab signals, automatic stops, and 'combinations of the two, have been brought to the attention of the Commission. 'Most of these indicate on the part of the inventors entire lack of familiarity either 'with the practical conditions of railroad operation or with the present state of the 'art of signalling. Many violate a universally accepted principle that, in the electri-'cal control of signal appliances, the closing of the electric circuit should be necessary 'for the display of the clear signal, while the breaking of the circuit, intentional or 'accidental, should result in the stop indication of the signal. Many appear to have 'merit, but in the absence of actual continued use, or even extended trial on any 'standard steam railroads, no very definite opinion concerning their practicability 'can be formed.'

The above opinions expressed by signal engineers and experts of the Interstate Commerce Commission who have every facility for fully investigating these subjects, are, in my opinion, of special interest at the present time.

The need of some kind of a block system, i.e. a space-interval system, for the safe operation of railway trains, is generally recognized. Moving trains must be kept definite distances apart and must receive 'stop' orders at safe stopping distances from obstacles, otherwise collisions will occur. The only point upon which there is any difference of opinion amongst railway operators is in regard to the type of block system which any railway should, or can afford, to instal. My investigation has shown that automatic railway signals and their electrical controling circuits

and devices have been developed to such a state of perfection that it is safe to say they would be instaled throughout the entire length of every railway if they were not so costly. In regard to their costs it is frequently said, and generally accepted, that $1,500 per mile is an average estimate for this work on either single or double track railways. As might be expected, the various complications at terminals, railway crossings and switches increase these costs extensively. For example: I learned that one railway had recently spent $100,000 on the interlocking and automatic signalling of ten miles of railway, between two important cities, and that a similar amount of money had been spent on the interlocking and automatic signalling of 60 miles of railway on another section of the same system—$10,000 per mile in one case and $1,667 in the other. The operator of one single track railway claimed to have done his automatic signalling at a total cost of $900 per mile. Another stated that he had spent $2,400 per mile in connection with automatic signalling a single track, but that about one-third of this amount had been expended for general track improvement work done at the same time and in connection with the signal work. The cost of yearly maintenance of automatic signals seems to vary from $75 to $125 per signal. Some authorities claim that this cost will always be at least $110 per blade per year if the maintaining organization is properly made up.

A system of railway operation that is highly commended for single track work is called the 'lock and block,' or 'controlled manual block system.' The equipment for this system consists of an instrument costing about $200 at each station, and one, two or three wires, at a cost of about $40 per mile for each wire, strung between stations. By means of these instruments 'clear' signals can only be given by the joint action or co-operation of the attendants at both ends of a block. There are, sometimes, no automatic features in this system and dependence is then placed entirely upon the attendants to know that a train has left a block. An improvement consists in the placing of mechanical or electrical contrivances near the ends of the blocks —near stations or signal cabins where the instruments are located—and these contrivances *prevent* the attendants from giving 'clear' signals until a train has actually passed out. A portion of a train may be left between the points in question and no warning of this be given to the attendants. To provide against occurrences of this character the simple lock and block system is supplemented by what is electrically known as the 'track-circuit.' The lock and block, or controlled manual block system, with complete 'track-circuit' control, is considered by many railway operators as being the safest method of train operation. The 'track-circuit' automatically prevents clear signals from being given unless the track is clear and intack and the 'lock' feature makes it essential that the operators at both ends agree to give a clear signal before one can be given.

The basis of the automatic system of railway signalling consists primarily in the employment of the 'track-circuit.' To establish a track-circuit the rails are insulated from each other throughout their entire length, and they are also 'cut,' electrically, into 'sections' approximately 3,000 feet long. Each of the two rails is connected at one end of a 'section' with a terminal from one or two cells of battery, and at the other end with a 'relay'—such as is used in telegraph work. Under normal conditions, i.e. when no wheels and axle join the two rails together electrically, and, when the continuity of the rails is unbroken by an open switch or a broken rail, a feeble current flows from the battery along one rail through the coil in the 'relay' and back along the other rail to the battery again. The continuous passage of current through the 'relay' maintains an 'armature' in a position opposed to gravity. An interruption or diminution in the flow of current—such as would be caused by a broken rail or a train entering the block— releases the armature, the latter in falling changes the electrical connections of the signal operating circuit and a 'stop' indication is given. The

failure of any of the electrical circuits or appliances is responded to by a similar indication. For stretches of railway where protection is wanted, and where money cannot be obtained to do any automatic signal work, it would seem to be wise to instal 'track-circuits' which would show the operators whether the track was intact and clear, or otherwise, and thus prevent them from making errors. The 'lock and block,' or 'controlled manual system,' with track circuit control costs much less than the automatic system; but, of course, it requires men to operate it. The station instruments cost about $200 each, and the bonding, relays, track insulators and line wires about $350 per mile. Therefore, two stations and ten miles of single track could be equipped with a complete lock and block outfit for about $4,000 or at the rate of $400 per mile. The lock and block system without track-circuit control costs about $200 per mile. Automatic signals can readily be added to a railway that is 'track-circuited' as soon as the demand for them is made by increased traffic.

The 'train staff' is another scheme sometimes employed on single track railways for giving directions to proceed instead of using train orders. A train must not proceed without a 'staff,' and the removal of a 'staff' from its holder is only possible, at either end of a block, when all other 'staffs' are in the holders. A modification of this scheme provides for the passage of several trains through long blocks, in the same direction, 'permissively,' by dividing the staff into sections, or by using 'tablets' in addition to the staff; but, in any event, all the parts must be delivered at the other end of the block before a staff can be obtained for a train moving in the opposite direction. Devices have been arranged for the picking up of the staff while a train is moving at the rate of about 25 miles an hour. The weakness of any 'permissive' system of railway operation lies in the fact that the safety of two trains is always entirely dependent upon the ability of a man on a forward train, which may have been stopped from any cause, to run back and signal the engineman on a following train, and the latter's action in stopping his train in good time. 'Permissive' running is tolerated on many roads, but no one advocates it or attempts to justify it; the principle is acknowledged to be wrong.

In order to show the extent to which the block signal system is carried out in the United States, the following figures are presented: they are taken from the Interstate Commerce Commission's Block Signal and Train Control Board's compilation up to January 1, 1908:—

		Miles.
Total railway mileage in the United States.....		151,455·2
Non-automatic block signals..	47,875·7	
Automatic block signals..	10,803·0	58,678·7

Automatic	signals	on single track	4,363·5
"	"	on double track	5,699·8
"	"	on three track	197·8
"	"	on four track	541·9
			10,803·0

From September 30, 1906, to January 1, 1908, the increase in block signals in the United States was as follows:—

		Miles
Manual block, increase		5,959·4
Single track, automatic, increase	2,331·1	
2, 3 and 4 track, automatic, increase	1,645·0	
Total automatic block signal increase	3,976·1	3,976·1
Total increase	3,976·1	3,976·1

N.B. Some 4,000 miles of track are now being operated under a system of telephone dispatching. (Jan. 1, 1908).

To enable enginemen to receive signals during periods of foggy or stormy weather it is suggested that cab signals should be used. While this suggestion seems to have merit I learned that railway operators offer the following objections to the general use of cab signals: (a) the introduction of any device into the cab serves to distract the engineman's attention from the road; (b) in the event of the cab signal's failure, on any part of a run, the engineman has no other guide during the remainder of the run—unless fixed signals are also used along the road; (c) it is essential to be able to check enginemen's observance, or non-observance, of signals; otherwise, an engineman who would persistently disregard caution signals could only be discovered after causing a wreck, and even then it perhaps could not be proven that he had received a 'stop' or 'caution' indication.

Automatic signals have become such a necessity on some railways that what is considered regular traffic could not now be handled without them—unless more tracks were laid. I was unable to collect any figures which would show what saving had actually been effected by their use, but I learned that trains guided by automatic signals were run at normal speeds in the same direction with two mile blocks between them 'with absolute safety.' Without automatic signals this procedure would not be attempted and much greater space and time intervals would be placed between trains. I heard of no case where the use of automatic signals had been discontinued after one trial and the extension of the automatically signalled sections of railways is regarded as inevitable.

To assist in forming an idea of the benefits to be derived from the use of automatic signals the following summary is presented. By the use of automatic railway signals:—

(a) The possibility of human error in misconstruing or disobeying orders or directions is reduced to the minimum—it is placed in the hands of the engineman alone. With the 'automatic stop' it is entirely eliminated.

(b) The engineman will not be given a 'proceed' signal (1) unless the track is intact (i.e. no broken rail, no open switch or drawbridge) and, (2) unless the track is unoccupied.

(c) After a train has received a 'proceed' signal, over a given route, yardmen are (1) *warned,* by indicators, not to open switches, or (2) *prevented,* by automatic locks, from opening switches.

(d) Trains moving in the same direction can be safely spaced two blocks apart —say two miles apart. Without the use of automatic signals, when an absolute block is maintained between trains, the preceding train must leave one station before a following train is permitted to enter the block between stations—without regard to the *distance* between stations. The saving in time effected with the automatic block system when stations are far apart is apparent.

Keeping in mind the above advantages, which are secured by the use of automatic signals, it is easily understood why some railway operators in busy districts contend that they must be installed irrespective of cost.

The following extract from the Interstate Commerce Commission's report of February 23, 1907, seems to apply with equal force to conditions in Canada: —

'To investigate accidents....may be called an *indirect method* of securing 'information as to the efficiency with which safeguards to life and property are ad-'ministered. To investigate signals and signal practice directly, without regard to 'accidents, would be a more direct method of promoting safety.'

In conclusion I beg to suggest that it would perhaps be well to obtain from the railways operating in Canada detailed statistics concerning the signal systems which they employ. This action in itself would undoubtedly create interest in the question on the part of some of the railways which are now doing no automatic signal work.

I have the honour to be, yours respectfully,

(Sgd.) JOHN MURPHY,
Electrical Engineer.

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THIRD REPORT

OF THE

BOARD OF RAILWAY COMMISSIONERS FOR CANADA

FOR THE YEAR ENDING MARCH 31

1908

PRINTED BY ORDER OF PARLIAMENT

OTTAWA
PRINTED BY C. H. PARMELEE, PRINTER TO THE KING'S MOST EXCELLENT MAJESTY
1909

[No. 20c—1909]

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA

Hon. J. P. Mabee, Chief Commissioner.

Hon. M. E. Bernier, Deputy Chief Commissioner.

James Mills, Commissioner.

A. D. Cartwright, *Secretary.*

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REPORT

OF THE

BOARD OF RAILWAY COMMISSIONERS FOR CANADA

OTTAWA, ONT., March 31, 1908.

To His Excellency the Governor in Council:

Pursuant to the provisions of section 62 of the Railway Act, the Board of Railway Commissioners for Canada has the honour to submit its third report for the year ending March 31, 1908.

Nothing more than a general outline is given of the work performed by the Board during the past year, specific information being obtainable by reference to the reports of the Board's officers, set forth in the Appendices of this report.

The general work of the Board has continued to expand, as will be seen by reference to the number of applications, orders issued, &c.

PUBLIC SITTINGS OF THE BOARD.

Between the 1st of April, 1907, and the 31st of March, 1908:—

Province of Ontario:

Chatham—29th October, 1st and 2nd November, 1907; 20th March, 1908.
Hamilton—30th October, 1907.
Fort William—8th July, 27th September, 1907; 4th January, 1908.
Ingersoll—19th March, 1908.
Lindsay—7th May, 1907.
Orillia—8th May, 1907.
Ottawa—2nd, 3rd, 16th, 18th and 23rd April, 27th and 28th June, 3rd and 5th July, 21st, 22nd and 23rd October, 15th November, 3rd, 4th, 5th and 23rd December, 1907; 24th, 27th, 28th, 29th, 30th and 31st January, 1908; 1st, 2nd, 3rd, 4th, 5th, 6th, 14th and 15th February, 1908; 12th March, 1908.
Peterborough—17th March, 1908.
Toronto—9th May, 5th, 6th and 7th November, 1907; 18th March, 1908.

Province of Quebec:

Montreal—29th April, 27th, 28th, 29th, 30th and 31st May, 18th October, 10th, 11th and 12th December, 1907; 7th February, 1908.
St. Lambert—9th December, 1907.

Province of Manitoba:

Treherne—23rd August, 1907.
Winnipeg—9th, 10th, 11th, 12th, 13th, 16th and 20th July, 13th and 17th August, 1907; 6th, 7th and 8th January, 1908.

Province of Alberta:

Calgary.—26th and 27th July, 1907.
Lethbridge—24th July, 1907.

Province of British Columbia:

Vancouver—31st July, 1st, 2nd, 4th, 5th and 6th August, 1907.

Total public sittings, 83, at which 281 applications were heard, a list of which will be found under Appendix 'C.'

Among the more important matters dealt with by the Board, including matters heard at the public sittings above enumerated, special attention might be directed to the following:—

CANADIAN FREIGHT CLASSIFICATION NO. 13.

Application was made to the Board in June, 1907, by the Canadian Freight Association for the approval of Canadian Classification No. 13, cancelling Classification No. 12 and supplements thereto. The changes with respect to 'owner's risk' and other features were numerous and important and greatly in the interests of the public. They were arrived at after numerous consultations between the railway officials, representatives of the Manufacturers' Association and the Board's Chief Traffic Officer, and were apparently acceptable to the Canadian Manufacturers' Association, which represents a large body of shippers.

While there are still some cases in which certain risks are left upon the owner, these have been restricted and clearly defined, and the Board thought that they should be accepted as a fair settlement of the question for the time being. The only real question left for the Board's consideration was as to the wording of Rule 7 defining 'Owner's risk,' so as to avoid a result which would relieve railway companies from responsibility for the acts or omissions of their servants or agents.

The Board, therefore, on 29th June, 1907, issued an order which, amongst other things, directed that Rule 7 of the said classification be amended by add ing to section (a) the following provision, namely:—

'These conditions are intended to cover risks necessarily incidental to transportation, but no such limitation, expressed or otherwise, shall relieve the carriers from liability for any loss or damage which may result from negligence or omission of the company, its agents or employees.'

Since the issuance of the order, the Canadian Manufacturer' Association has complained that the railway companies have apparently construed the new rule with respect to owner's risk so as to give them greater immunity than was intended by the Board. This complaint is receiving the Board's consideration and will be dealt with at an early date.

UNIFORM BILL OF LADING.

This important matter has been pending before the Board since March, 1905, when a complaint was filed by the Canadian Manufacturers' Association and subsequently supported by the Canadian Bankers' Association and by various Boards of Trade, merchants and shippers throughout the Dominion. After considerable correspondence, a draft bill of lading was submitted by a select committee appointed by the railway companies, and this was printed and distributed among the various boards of trade, shippers and business parties interested throughout the Dominion, the following circular accompanying the draft:—

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

OFFICE OF THE SECRETARY, OTTAWA, March 6, 1907

PROPOSED CIRCULAR TO BE SENT, WITH DRAFT FORMS, TO BOARDS OF TRADE AND OTHER BODIES.

On the application of the Grand Trunk Railway Company of Canada, the Canadian Pacific Railway Company, the Canadian Northern Railway Company, and the Pere Marquette Railway Company for the approval by the Board of their forms of bills of lading and other traffic forms, in compliance with the provisions of section 275, subsections 1 and 2, of the Railway Act, 1903, the Board made an order, under date of the 17th of October, A.D. 1904, directing that the applicant companies have power to use the forms then submitted until the Board should thereafter otherwise order and determine, and directed, further, that a select committee be formed of the legal and traffic officers of the several railway companies named, and others who might thereafter submit their applications, such committee to meet the Board at Ottawa at a date to be fixed for the discussion of the said forms and contracts, both freight and passenger, at a session of the Board to be called for such purpose. In pursuance of the said order meetings of the committee referred to have been held, and the legal representatives of the railway companies have prepared and submitted to the Board a draft form embodying the general terms and conditions of carriage, a copy of which is herewith enclosed. That, in order to save time, the Board does not think that it should wait for further conferences between the companies and the Board, but that as great publicity as possible should be given to the consideration of the conditions in order that all parties interested may be able to make any representations they may desire to file the same with the Board.

The Board, therefore, requests that any person desiring to make representations in respect to the draft submitted herewith, file the same with the Secretary of the Board on or before the first day of May next.

By order of the Board,

(Sgd.) A. D. CARTWRIGHT.

Secretary.

Subsequently, on the joint application of the Montreal Corn Exchange, the Montreal Board of Trade, the Canadian Bankers' Association and the Winnipeg Jobbers' Association, the board enlarged the time for the filing of replies until the 1st of August, 1907. In response to the circular, the Board received a large number of suggestions from the various Boards of Trade and other parties interested throughout the Dominion.

As will appear from the 21st Annual Report of the Interstate Commerce Commission, 1907, this very important matter of a uniform Bill of Lading has been pending before that commission since the year 1904, on proceedings originally instituted in November of that year, upon petitions of the Illinois Manufacturers' Associations and other trade and commercial organizations, and the Board having had its attention called by the Canadian Manufcturers' Association to the fact that a special sitting was to be held by the Interstate Commerce Commission at Washington on the 15th October,

1907, for the purpose of considering the question of uniform bills of lading, and suggesting that an officer of the Board should represented and such sittings directed its law clerk, Mr. A. G. Blair, to attend at the sittings and report to the Board the progress made. Mr. Blair's report will be found under Appendix 'Z.'

Owing to pressure of business the Board has not yet taken any further action in the matter, but expects to deal with it in the near future and to bring the conflicting interests with a view to adjusting the differences.

PASSENGER RATES.

As referred to in the previous report of the Board for the year ending March 31, 1907, an order was issued herein, No. 2690, dated March 18, 1907, directing that the Canadian Pacific Railway Company and the Grand Trunk Railway Company reduce their passenger rates on all lines of the respective companies in Canada east of and including the Calgary and Edmonton Railway, so that the same shall not exceed three cents per mile. The same rate was subsequently applied on the lines of the Canadian Northern Railway.

A circular letter was next sent to all the railway companies subject to the jurisdiction of the Board informing them of the order and asking if they were willing to have their standard passenger tariffs similarly reduced, and if not to file their objections with the Board.

Replies have been received from practically all the companies, some consenting, others objecting to the proposed reduction. These are now receiving the Board's consideration.

PROPOSED UNIFORM CODE FOR CANADIAN RAILWAYS—TRAIN RULES.

PETITION OF RAILWAY MEN OF ONTARIO.

In pursuance of the special session held in Ottawa commencing Tuesday, the 5th February, 1907, a select committee of five representing the railway companies operating in Canada, subject to the jurisdiction of the Board, met together and drafted a set of rules which were transmitted to the Board the latter part of June, 1907. A circular letter was then sent by the Board to the steam railway companies subject to its jurisdiction stating tha the Board had been informed that copies of the proposed standard rules and regulations for use on Canadian railways, which has been submitted to the Board for approval, had been furnished to the various Canadian railways, and the Board desired to receive on or before the 1st September, 1907, any objections or suggestions with reference thereto which any of the companies might desire to make. A copy of the draft was also sent to the parties to whom the trainmen had asked them to be sent, and the parties generally were informed that the Board would be unable to take up the consideration of the rules during the summer.

Subsequently, in October, 1907, a draft of proposed rules prepared by a committee of the employees was submitted to the Board for its consideration, and, after considerable further correspondence, it was decided that a special sitting of the Board should be held at which the railways and the trainmen should be represented, with a view to getting the parties to agree upon as many of the rules as possible, leaving it for the board to settle any existing differences in regard to the balance of the proposed rules.

The holding of this sitting, however, had to be postponed owing to the illness and subsequent death of the then Chief Commissioner, A. C. Killam, K.C.

RE INTERNATIONAL AND TORONTO BOARD OF TRADE RATE CASES.

It will be seen by reference to the second annual report of the Board that this was a matter in which a number of complaints had been received from Western Ontario,

charging that the railway companies carried traffic from points in the United States west of the River St. Clair and Detroit to points in Canada at lower rates than from intermediate points in Canada.

This is one of the most important questions with which the Board has had to deal, and as the entire system of freight rates east of Lake Huron has been virtually changed, the Board things it canont do better than include herein the full text of its orders relating to the subject and the reports of the chief traffic officer.

(a) Chief Traffic Officer's Report No. 1, June 27, 1907.
(b) Chief Traffic Officer's Supp. Rep. No. 1, July 5, 1907.
(c) Order No. 3258.
(d) Order No. 3617.
(e) Order No. 3925.
(d) Order No. 3617.
(e) Order No. 3925.
(f) Order No. 4125.

In view of the objections raised by one of the railway companies affected by the orders above recited, the companies were informed that if any of them desired further consideration of the matter, either at the time or after the new rates had come into force, they should put in a formal application for the purpose. Early in January, 1908, such an application was made by the chairman of the Advisory Committee of the Canadian Freight Association, and the matter is now pending before the Board.

OTTAWA, June 27, 1907.

Memorandum.

T.D. No. 18.

RE INTERNATIONAL AND TORONTO BOARD OF TRADE RATE CASES.

File No. 609 — Case No. 1314

File No. 710 — Case No. 368

REPORT OF CHIEF TRAFFIC OFFICER.

The so-called Internation Rate Case refers to discrepancies between the east and northbound freight rates from Canadian points on the St. Clair, Detroit and Niagara river frontiers, as compared with those from the United States frontier points, namely, Port Huron, Detroit and Buffalo; the Canadian rates being the higher, in contravention, so it is complained to the Board, of the long and short haul provisions of section 315 of the Railway Act. This has been a burning question for many years past, but it was not formally brought before the Board until its hearings at Windsor and Chatham in May, 1906.

The application of the Toronto Board of Trade, heard by the present Board of Railway Commissioners at Toronto May 29, 1906, is, in effect, that the freight rates from Toronto to Montreal and other points east shall not exceed (as they do) the westbound rates from the same eastern points to Toronto; also that certain discrepancies which exist between the Toronto local tariff and the local tariffs at Hamilton and London, to the disadvantage of Toronto, be removed. As to this latter application of the Toronto Board of Trade, I reported to the Board under date of July 30, 1906, making certain recommendations, which, if adopted, would have the desired effect, but in that report I pointed out that 'the true solution was to be found in a general rearrangement of all the class rates between all points, and not merely as they affected Toronto, or Toronto, Hamiton and London.' It became evident at the outset of the investigation following the hearings that the two cases would have to be considered together, to which course the Canadian Manufacturers' Association, who has adopted the International Rate Case, consented; the Board of Trade demurred, but withdrew their objections after I had explained the situation to the transportation committee

of the board at a conference at the Board of Trade at Toronto on the 19th March last. Any reduction in rates from the frontier points in the manufacturers' case would necessarily affect the eastbound rates from Toronto, for the intermediate rates from Chatham, London, Brantford, Hamilton and Toronto would have to be scaled down on the Windsor basis, so that the two cases would become dovetailed; then, again, the revision of the general mileage scale, which would be a factor in the adjustment of the manufacturers' case, would have a direct bearing on the discrepancies between the local tariffs of which the Toronto board complained, and would probably remove them, and, finally, were the Board of Trade's application for the westbound rates eastbound to be granted, any adjustment of the international rates which may have been worked out would be destroyed, for the basis would be entirely different. Briefly, the Toronto applications were included in the broader application of the manufacturers.

In discussing the international rates I propose, for the sake of brevity, to mention more particularly the rates to Toronto and Montreal as being the most important points—the key points in fact—but it will be understood, generally speaking, that all other points east of the lakes are affected under the scaling system. (More detaied figures will be found in the appendices to this report).

The folowing are the present class rates from the frontier points:—

TO TORONTO

From	1	2	3	4	5	6	7	8	9	10
Detroit	36	31	23	16	13	10	Official classification.			
Windsor	40	35	30	25	20	18	16	16	16	14
Port Huron	36	31	23	16	13	10	Official classification.			
Sarnia	36	33	29	24	19	17	15	15	15	13
Buffalo	30	26	20	15	12	10	Official classification.			
Fort Erie	30	26	23	19	15	13	11	11	12	10

TO MONTREAL

Detroit	58½	50½	39	27½	23½	19½	Official classification.			
Windsor (winter)	70	61	53	44	35	33	24	25	27	23
" (summer)	60	53	45	38	30	30	21	..	..	20
Port Huron	58½	50½	39	27½	23½	19½	Official classification.			
Sarnia (winter)	70	61	53	44	35	33	24	25	27	23
" (summer)	60	53	45	38	30	31	21	..	..	20
Buffalo	44	38	30½	21½	18½	15	Official classification.			
Fort Erie (winter)	60	53	45	38	30	28	21	22	24	20
" (summer)	56	49	42	35	28	28	20	..	..	19

On the 4th July, 1906, the secretary of the board, by direction, wrote Mr. Loud, freight traffic manager, Grand Trunk Railway, as chairman of the advisory committee of the Canadian Freight Association, reciting the nature of the complaint with respect to the international rates and concluding as follows:—

'The board recognizes that the conditions of this traffic are affected by the existence of companies in the United States independent of those operating in Canada, and by the operation of the corresponding clause (the long and short haul) in the statute law of the United States, and that the harmonizing of interests in making the changes necessary to apply the rule to traffic originating in the United States destined for points in Canada is a work of difficulty, and it thinks the Canadian railway companies should be given an opportunity to lay a scheme before the board for its consideration, after negotiating with companies operating in the United States, and for that purpose the board will defer further consideration of this complaint for a period of ninety days.'

It was clear that no attempt at harmonizing the rates would be satisfactory under two classifications, namely, the 'official' from Port Huron, Detroit and Buffalo, as in effect throughout the northern states east of Chicago and the Mississippi, and the Canadian classification from Sarnia, Detroit and Fort Erie, as in effect throughout the Dominion; one or the other would have to be adopted, and rather than change the classification throughout the Dominion it was obvious that the American companies might reasonably be asked to adopt the Canadian classification for international

shipments coming into Canada, for only a small proportion of their entire traffic would be affected, and particularly as in the reverse direction the Canadian companies apply the official classification on international shipments from Canada to the States.

The tariff bases also, and not the classification alone, are different on the two sides of the frontier. The Canadian tariffs are built up on the 5th class; the 4th class being 25 per cent; 3rd, 50 per cent; 2nd, 75 per cent, and the 1st class 100 per cent higher than the 5th. There appears to be no such established basis in Central Freight Association territory. From Detroit the present proportions are as follows:—

	1	2	3	4	5	6
To Toronto	260%	210%	130%	60%	30%	...
To Montreal	200%	159%	105%	41%	20%	....

Officials of the Canadian railway companies, representing the Canadian Freight Association, met those of the interested American companies, representing the Central Freight Association of Chicago, at a number of conferences, with the result that the American companies consented to adopt the Canadian classification and the Canadian tariff basis for their international traffic, and within the time allowed by the board the Canadian Freight Association submitted a scheme of rates which they hoped would be acceptable to all parties. This scheme comprised over eighty foolscap pages of printed tables.

An examination of the percentage tariff bases given above will show that if the rates from American points were to be scaled up from the 5th class as is done in Canada, a great reduction in the international joint rates would result. Thus, Detroit to Toronto instead of running from 5th, 13 cents, to 1st, 36 cents, as at present, would run from 13 to 26 cents; from Detroit to Montreal it would be from 23½ 5th to 47 1st, instead of from 23½ to 58½ as now, and similarly with all points in the states west to the Mississippi; and this would be an impossible adjustment from the standpoint of the American railways. The alternative was to accept the present 1st class rates and scale down, and so far as Port Huron, Detroit and Buffalo are concerned this is what has finally been done; with the rates from the Western States we need not be so much concerned, provided the commodity rates on raw materials are not interfered with, that a rearrangement of the rates from Port Huron, Detroit and Buffalo, even on the current 1st class basis, would carry with it a corresponding rearrangement from western points is evident from a comparison of the Canadian percentage scale with those in the States, the Canadian scale producing higher rates on the lower classes; so that in order to avoid infringement of their own Interstate Commerce law by having higher rates from Detroit, &c., the United States companies would have to go farther back and practically rearrange their entire international tariffs. To Montreal the present and proposed rates from Detroit, scaling, as explained above, on the 1st class, and dropping the fractions, are as follows:—

	1	2	3	4	5	6	7	8	9	10
Present	58½	50½	39	27½	23½	19½	Official classification.			
Proposed	58	51	44	36	29	27	26	24	..	21

This was the Detroit-Montreal schedule suggested in the scheme submitted to the board. To Toronto, however, the companies proposed, in addition to the advance in the lower classes resulting from scaling on the existing 1st class on the Canadian basis, an advance in the 1st class rate itself, thus:—

	1	2	3	4	5	6	7	8	9	10
Present	36	31	23	16	13	10	Official classification.			
Proposed	42	37	32	26	21	19	18	17	..	15

This would practically have meant a double advance and pointed to an effort to keep up the Canadian rates from Windsor (and, of course, from intermediate points such as Chatham and London) even beyond the advanced basis which would naturally follow from the substitution of the Canadian classification and scaling for the official.

The companies' draft scheme of the proposed revision of rates was presented to the board by the representatives of the Grand Trunk, Canadian Pacific and Michigan Central Companies at a hearing in the Grand Trunk offices in Montreal on November 8, 1906, and it was then arranged that the scheme should be examined by Mr. Marlow, the manager of the transportation department of the Manufacturers' Association, and by the Chief Traffic Officer of the Board, and that later these two officers should arrange an informal meeting with the advisory committee of the companies for the purpose of comparing notes and enabling the companies to complete their scheme, should the basis have proved satisfactory. This meeting was held in the Grand Trunk offices on the 19th December, and the result was reported by me on December 21st in report No. 2. To quote from the secretary's minutes of the meeting, attached to the file, 'Mr. Marlow considered the basis as a whole satisfactory,' and it was finally agreed that new trial tables should be prepared on the basis of 54 cents, instead of 58 cents, 1st class Detroit to Montreal, and 36 cents instead of 42 cents Detroit to Toronto; and I explained to the railway people that I could not recommend any advance in the rates from the United States frontier points beyond what would follow from the Canadian scaling on the present 1st class rates.

As a result of this meeting a new set of tables was prepared by the companies, and on the 18th January last I attended a meeting in Montreal to have these gone into and explained to me, and on the 24th January they were officially submitted under cover of Mr. Loud's letter of that date. In his letter Mr. Loud stated that his committee had endeavoured to evolve a plan which would conform to my recommendation that whatever scheme of adjustment was finally adopted should take care of the Toronto Board of Trade complaint, as well as that of the manufacturers. He also pointed out that the elaboration of the bases suggested at the Montreal conference December 19, 1906, had proved the impossibility of their voluntary adoption by the companies. To quote from Mr. Loud's letter, even assuming that only 10 per cent of the total tonnage would be affected by the revision, 'the results would be so disastrous and as explained to you at our conference by Mr. Bosworth and myself, and confirmed to you for the Grand Trunk bp Second Vice-President and General Manager Hays, neither the officers of the Grand Trunk or Canadian Pacific Railways feel that they can assume the responsibility for the loss of such a large amount of net revenue; hence cannot agree to make the reduction which would follow the adoption of your suggested figures. At the same time they fully recognize the authority of the board's orders, but in that case the Board, of course, assumes the responsibility of the results.'

The tables submitted included four mileage scales, as follows:—

Scale 'A' based on	38	cents	Windsor to Toronto.
	56	"	to Montreal, 1st class.
" 'B' "	36	"	Windsor to Toronto.
	54	"	to Montreal, 1st class.
" 'C' "	36	"	Windsor to Toronto.
	52	"	to Montreal, 1st class.
" 'D' "	38	"	Windsor to Toronto.
	54	"	to Montreal, 1st class.

Elaborate statements were submitted to show the estimated effect that the suggested reductions would have on the Grand Trunk Company's revenues; thus:—

Assuming that only 10 per cent of the company's tonnage would be affected, 1 2 3 4 5 divided 5 per cent, 5 per cent, 20 per cent, 30 per cent, 50 per cent classes, the company would aanually lose under scale 'D' $535,349; under scale 'C' $762,876.

If 15 per cent affected, $879,270 under scale 'D,' $1,229,289 under scale 'C.'

If 20 per cent affected, $1,223,189 under scale 'D,' $1,695,700 under scale 'C.'

Assuming that the reduction on classes would be 2 per cent, 3 per cent, 15 per 1 2 3 4 5 cent, 20 per cent, 60 per cent classes, the annual loss would be:—

If 10 per cent of the total tonnage were affected, $496,463 under scale 'D,' $707,913 under scale 'C.'

If 15 per cent affected, $830,068 under scale 'D,' $1,159,945 under scale 'C.'

If 20 per cent affected, $1,154,672 under scale 'D,' $1,599,972 under scale 'C.'

The companies estimated that the Canadian Pacific Company's loss would equal about two-thirds that of the Grand Trunk.

Although it was conceded that these figures merely represented approximations (there had been no time for an audit), it was felt that in justice to the railway companies the Board would not ignore these statistics; but it was also manifest that the verifications of the results by an expert investigation of the company's books would consume so much time that the decision of the Board would have to be indefinitely postponed. It was, therefore, considered that progress should be reported, and a frank exposition placed before the transportation committees of the Manufacturers' Association and the Toronto Board of Trade, and this I did on the 18th and 19th of March last, under instructions from the board. The committees appreciate the difficulties encountered and were indisposed to be unfair to the railway companies; they took a reasonable view of the situation and rather than advise the accounting and its inevitable delays, they decided to accept tentatively any adjustment which the Board might decide upon with the hope that it would recommend itself as a permanency.

Other tables were then drawn up by the companies, having for their object the satisfactory solution of the two cases combined, with a minimum loss to the companies. The principal difficulty was to evolve a mileage scheme which would be reasonably graded as to distances and rates, and which would at the same time produce a maximum rate of 36 cents 1st class from Windsor to Toronto and 58 cents from Windsor to Montreal. Mileage scale 'K' had been reached when I advised the companies' advisory committee that, in my opinion, the attempt ta adjust all the rates—not the local rates west of Toronto alone, but the through rates from points west of Toronto to points east—on a strict mileage basis was impracticable, and I recommended to the committee that he mileage raes be confined o the local tariffs, and that the grouping system, which has always governed what may be regarded as the through rates from points west of Toronto to points east, should be continued, but modified; the said group rates not to exceed the mileage basis adopted for the local rates.

This idea has been adopted, and alternative mileage scales 'L' and 'M' were next submitted. Scale 'L' successfully gave the Buffalo 1st class rate of 30 cents, Fort Erie to Toronto, the Detroit 1st class rate of 36 cents from Windsor to Toronto, and the Detroit 1st class rate of 58 cents from Windsor to Montreal; but the mileage blocks were irregular and unsatisfactory. Scale 'M' showed better mileage groupings, but gave a 38 cent rate for the Windsor-Toronto distance, the companies suggesting that Toronto itself might be covered by a competitive tariff on the 36 cent basis; in other words, the neighbouring intermediate stations in the Toronto group would be held up to 38 cents. Further than this, many of the discrepancies between the Toronto and Hamilton tariffs which the Toronto Board of Trade had complained of (Hamilton having been given the Toronto rates to points north of Beeton and Allandale by the old Hamilton and North Western Railway Company), would have been removed by advancing the Hamilton rates. As these defects seemed to me to foreshadow difficulties, I undertook myself the preparation of scale 'N' (the last), which I do not intend to say is perfect—the necessity for keeping to the Detroit rates from Windsor to Toronto and Montreal making an ideal tariff impossible, but I do consider that it is an improvement in the mileage groupings, the grading being less objectionable than in scales 'L' and 'M.' It gives the proper rates from Windsor to Toronto and Montreal, the rate aimed at by the companies, namely 50 cents, 1st class, Windsor to North Bay, and reasonable mileage arbitraries to Sherbrooke, Quebec and other points east and south of Montreal. One defect is that instead of giving the full Buffalo rate of 30 cents from Fort Erie to Toronto, it gives 28 cents, but this is unavoidable, and is on the safe side, being the lower. In the absence of the members of the advisory com-

mittee, I left a copy of this scale with the committee's rate clerk in Montreal on the 19th inst., but although they were again in the city by the end of the week I have not heard from them.

In Appendix 'A' to this report I have placed the three scales, 'L,' 'M' and 'N,' side by side, showing in each the mileage groups and the 1st class rates, also the lengths of the various groups.

Appendix 'B' shows the rates from Toronto and Hamilton to about forty of the principal points north and west of Toronto; Appendix 'C' the rates to the same points from London and Windsor, as they are at present in the column headed 'now,' and as they would be under scale 'L,' 'M' or 'N.' The red figures indicate advances; under scale 'N' there are none. The reductions in the 1st class rates under scale 'N' run from 2 cents to 8 cents per 100 lbs., and, of course, the lower classes will be scaled as usual, 5th class being 50 per cent of 1st class.

Although I have limited the exhibits to Toronto, Hamilton, London and Windsor, as sufficient for my purpose, it will be understood that the same scale will be used in revising the tariffs at the other common and distributing points; for example,. Guelph, Galt, Brantford, St. Catharines, Chatham, &c. It is also understood that the scale will be departed from in those cases where the longer route has to make reductions to meet the shorter, without necessarily reducing the intermediate rates; in other words, mileage equilization may be made by reducing the scale rates under the authority of section 315, subsection 5, and section 329 of the Railway Act.

Coming now to the eastbound group rates. The scheme proposes the continuation, with some changes necessitated by mileage, of the existing groups in the territory between the G.T.R. Toronto-Point Edward main line and Lake Erie; except that in consequence of the controlling rates from Buffalo, and the changed conditions along the Welland canal, the entire section between the Welland canal and the Niagara river is to be incorporated in the lower Merritton-Grimsby group.

From this territory the present and proposed 1st class rates to Montreal are as follows::—

From	Present Winter.	Present Summer.	Proposed Winter and Summer.
Windsor, Chatham, Newbury, Petrolia, Sarnia, etc.	70	60	58 (Detroit rate)
Strathroy	68	60	56
Glencoe, Komoka, Parkhill	68	68	56
London, St. Thomas, St. Mary's	66	56	54
Woodstock, Ingersoll, Tillsonburg, Stratford, Simcoe	64	56	52
Berlin, Galt, Paris, Brantford	60	50	50
Guelph	58	50	48
Welland	60	44	48
St. Catharines, Meritton, Grimsby	58	44	48
Hamilton, Dundas, Oakville, Port Credit, Brampton	54	42	46, with 42 summer from Hamilton.
Toronto	50	40	44 w. 40 s.

North of the G.T.R. Toronto-Point Edward main line the territory will be similarly grouped on the basis of the mileage scale, but with the rates for equal distances from the southern territory, as described above, as minima. The following are a few of the present and proposed 1st class rates to Montreal, viz.:—

From	Present Winter.	Present Summer.	Proposed Winter and Summer.
Goderich	68	60	56
Kincardine, Southampton	70	60	58
Owen Sound	70	60	56
Collingwood	68	60	56
Mount Forest, Harriston, Palmerston	68	60	52
Fergus, Elora	60	50	50
Orangeville	64	64	48
Barrie	64	50	52

It is necessary to bear in mind in making these comparisons that in the past summer rates (they apply only to points east of and including Peterboro' and Trenton) have been conceded from only comparatively few of the shipping points west of Toronto—competitive points mostly—by far the greater number have never had lower rates in summer than in winter.

It is understood that the companies will continue, if necessary, to meet the competition of the lake lines at actual competitive water points, even if lower than the proposed rates of the groups to which such points belong, but these competitive rates, which are authorized by the Railway Act, will probably be confined at such points as St. Catharines, Merritton, Welland, Windsor, &c., to commodity rates. The companies consider that they should be permitted to do the same at Toronto, but I am strongly in favour of continuing also the summer class rates from Toronto on the basis of 40 cents 1st class, and have so advised the railway people; and I think the same principle should prevail at Hamilton, both these points being large shippers of general merchandise, while the other water points are not. I am strengthened in this opinion by the fact that although the winter rates from Toronto to Montreal will be reduced to the westbound basis, as contended for by the Board of Trade, the eastbound summer rates will still be higher than the westbound by 4 cents per 100 lbs. on 1st class freight—40 cents eastbound as against 36 westbound.

Some explanation is necessary with regard to the Buffalo rates, which have not been made the maxima from the Canadian side as the Detroit rates have from Windsor and the Port Huron rates from Sarnia. The 1st class rate from Buffalo to Montreal is 44 cents; the suggested rate from Fort Erie and intermediate points in the same group is 48 cents—4 cents higher than Buffalo. To apply the Buffalo rates from Fort Erie and Suspension Bridge would, however, destroy the whole structure, for the Buffalo rate is the proposed winter rate from Toronto; consequently if the Buffalo rate were applied from Canadian frontier points, Hamilton and Toronto could not be higher—to preserve the scheme of grouping they would have to be lower. But if the winter rate Toronto to Montreal were made less than 44 cents, the westbound rates from Montreal would undoubtedly be reduced to the same level, and so further difficulties would be created. It seemed, therefore, to be reasonable under the circumstances, to advance the Buffalo rates on paper to 48 cents 1st class, to be followed by a competitive tariff on its present basis, namely, 44 cents. The alternative is for the New York Central to advance its Buffalo-Montreal rates to the 48 cent basis, and thus make the suggested competitive tariff unnecessary. But it is doubtful if the New York Central Company will do this, as it would interfere seriously with its rates from such points as Dunkirk and Erie on the Lake Shore. Efforts were made to avoid this discrepancy at the Niagara frontier, but unsuccessfully. I do not consider the dis-

crimination a serious one, especially as its removal would create more serious difficulties elsewhere.

The territory between Toronto and Montreal has been regrouped so as to secure reasonable gradation of mileages and rates. The following are examples of present and proposed 1st class rates from Windsor, viz.:

To	Present.	Proposed.
Whitby, Oshawa	44	40
Bowmanville, Newcastle	46	40
Port Hope, Cobourg	46	42
Trenton, Belleville	48	44
Napanee	54	46
Kingston	54	48
Brockville	60	50
Prescott	60	52
Cornwall	66	54
Montreal	70	58

From stations east of Toronto—from what is known as the Midland division—to Montreal, &c., the straight mileage scale will apply.

To points west and east of Hull, and east and south of Montreal, I propose the following groups and rate bases, in which the companies concur, namely:—

—	Proposed Basis.	Present Basis.
To Aylmer	4 cents over Hull	6
Gatineau to Buckingham, inclusive	6 " "	6 to 10
East of Buckingham Junction to and including St. Augustine and St. Eustache	8 " Montreal	10
Ste. Therese Junction to St. Rose, inclusive	4 " "	10
St. Vincent de Paul to Joliette Junction, inclusive	4 " "	6 to 10
Lanerie to Three Rivers, inclusive, including Berthier	8 " "	10 to 12
East of Three Rivers to Quebec, inclusive	10 " "	14
East and South of Montreal to and including Ste Rosalie, St. Johns, St. Isidore, Howick Junction and Cecile Junction	4 " "	6 to 10
Doucet's Landing, Victoriaville, Dixville and east of Ste. Rosalie; also south of points named in preceding group (C.P.R. group to correspond)	8 " "	10 to 14
East of Victoriaville to Point Levis	10 " "	14

I have endeavoured to give a general outline of the underlying principles of the proposed scheme and of the reductions which it is expected to produce, but in making up the tariffs it may be found that some slight changes may have to be made here and there.

My recommendations are as follows, namely:—

(a) That the special local clas tariffs of the Grand Trunk, Canadian Pacific, Michigan Central, Pére Marquette, Wabash, Toronto, Hamilton and Buffalo, and Canadian Northern Ontario Railway Companies, east of Lake Huron and Sudbury, and south of the Ottawa river, be revised so as to place them all on the same mileage scale, and for this purpose the table of mileage rates lettered 'N,' and shown in Appendix 'A' of this report, be adopted as the bases by the said companies, subject to such reductions from the said mileage table between common or competitive points as may be considered necessary under the authority contained in section 315, subsection 5, and section 329 of the Railway Act; the rates in all cases to be based on the shortest practicable mileage.

(b) That, subject to clause 'D,' for the purpose of compiling through special winter and summer class freight tariffs from points west of Toronto to points east thereof, the territory south of and including the Grand Trunk Railway Company's main line Toronto to Point Edward, via Stratford, be divided into groups on the principle now existing, but modified by the mileage table referred to in clause (a); all points on the Welland canal to be included in the Fort Erie-Stoney Creek group, and the rates to Montreal to be as outlined in the memorandum of the Toronto conference of May 23, as follows:—

From.	Rate.	Class.
Windsor, Amherstburg, Courtright, Sarnia, Newbury, Alvinston, and Forrest	58 cents	1st Class.
From intermediate points east to and including Hyde Park	56 "	"
London, St. Thomas, St. Mary's, Thamesford, Port Burwell and Port Rowan	54 "	"
Woodstock, Ingersoll, Stratford, Waterford and Port Dover	52 "	"
Berlin, Galt, Brantford	50 "	"
Guelph	48 "	"
Fort Erie, Suspension Bridge, Port Colborne, Welland, St. Catharines, and Grimsby	48 "	"
Merritton, Dundas, Oakville and Georgetown	46 "	"
Toronto	44 "	"

(c) That the territory north of that covered by clause (b) and west of and including the Grand Trunk line between Toronto and Barrie be similarly grouped and the rate table referred to in clause (a) applied, but with the rates for equal distances in the territory covered by clause (b) as minima.

(d) That from points competitive with the lake and river lines the companies may publish from and to such competitive points, during the season of navigation, such commodity rates as may be necessary to meet the competition of the water carriers, and shall also publish from Toronto and Hamilton to Ottawa and Montreal, and intermediate points, competitive class tariffs on the basis now existing, but not to exceed the mileage rates referred to in clause (a).

(e) That the through rates from the aforesaid groups be reasonably graduated to points east of Toronto on the basis outlined for the Grand Trunk main line at the Toronto conference of May 23, 1907, with corresponding scaling along the line of the Canadian Pacific Railway.

(f) That the eastbound rates from the territory east of Toronto and Orillia, and east of and including Depot Harbour, Parry Sound and North Bay, be in accordance with the mileage table referred to in clause (a), having regard to the adjoining group rates under clause (c).

(g) That to points in Quebec west and east of Hull and east and south of Monon the lines of the Grand Trunk and Canadian Pacific Railway Companies, the through rates from the grouped territory as defined in clauses (b) and (c), be arrived at in accordance with the scale shown on page 23 of this report.

(h) That the companies and their United States connections be permitted to substitute the Canadian freight classification for the official classification from Detroit and Port Huron and from points west thereof vit the Detroit and St. Clair river crossings, and to scale the lower classes on the 1st class rates now current. The Canadian classification to be substituted for the official from Central Freight Association points via the Niagara frontier. (*Re* Buffalo proper see footnote.)

(j) That the rates from Canadian points on the Detroit and St. Clair river frontier to all points east to the Atlantic and north to the Ottawa river shall in no case exceed the rates from Detroit and Port Huron as fixed by clause (h).

(k) That in the adjustment of the international rates referred to in clause (h) the rates on raw materials from points in the United States to points in Canada shall

not be advanced at the instance, direct or indirect, of the companies operating in Canada, by reason of the changes in the rate bases herein permitted or prescribed.

(l) That no change shall be made in the westbound rates from Montreal to the grouped territory west of and including Toronto and intermediate points, as a consequence of this order of the board.

Respectfully submitted,

J. HARDWELL,

Chief Traffic Officer.

A. D. CARTWRIGHT, Esq.,
Secretary, B.R.C.

NOTE.—*In* clause 'b', with respect of the rates from Fort Erie, &c., I have made no reference to the proposed readjustment of the Buffalo rates to Montreal which is referred to in my report. The raising of the Buffalo rates on paper to the 48 cent basis, and the substitution of the present 44 cent basis by competitive tariff, would simply be a means to an end; and having regard to the explanation I have given I am of the opinion that a departure from the long and short haul clause might reasonably be authorized by the board in this case.

APPENDIX 'A.'

SCALE 'L.'			SCALE 'M.'			SCALE 'N.'		
Group Length.	Distance Groups.	Rate.	Group Length.	Distance Groups.	Rate.	Group Length.	Distance Groups.	Rate.
Miles.	Miles.	Cents.	Miles.	Miles.	Cents.	Miles.	Miles.	Cents.
	To 5	8		To 5	8		To 5	8
5	6 " 10	10	5	6 " 10	10	5	6 " 10	10
5	11 " 15	12	5	11 " 15	12	5	11 " 15	12
5	16 " 20	14	5	16 " 20	14	5	16 " 20	14
10	21 " 30	16	10	21 " 30	16	10	21 " 30	16
10	31 " 40	18	10	31 " 40	18	10	31 " 40	18
10	41 " 50	20	10	41 " 50	20	10	41 " 50	20
10	51 " 60	22	10	51 " 60	22	15	51 " 65	22
10	61 " 70	24	10	61 " 70	24	15	66 " 80	24
10	71 " 80	26	10	71 " 80	26	20	81 " 100	26
20	81 " 100	28	15	81 " 95	28	25	101 " 125	28
20	101 " 120	30	15	96 " 110	30	25	126 " 150	30
35	121 " 155	32	30	111 " 140	32	25	151 " 175	32
35	156 " 190	34	30	141 " 170	34	25	176 " 200	34
35	191 " 225	36	30	171 " 200	36	25	201 " 225	36
30	226 " 255	38	30	201 " 230	38	25	226 " 250	38
30	256 " 285	40	30	231 " 260	40	30	251 " 280	40
30	286 " 315	42	30	261 " 290	42	30	286 " 310	42
30	316 " 345	44	30	291 " 320	44	30	311 " 340	44
30	346 " 375	46	30	321 " 350	46	30	341 " 370	46
30	376 " 405	48	30	351 " 380	48	30	371 " 400	48
30	406 " 435	50	30	381 " 410	50	35	401 " 435	50
			30	411 " 440	52	35	436 " 470	52
			30	441 " 480	54	35	471 " 505	54
			40	481 " 520	56	35	506 " 540	56
			40	521 " 560	58	35	541 " 575	58

(Sgd.) J. HARDWELL.

APPENDIX 'B.'

Sheet 1.

Comparison between Present and Proposed First Class Rates from Toronto and Hamilton.

From Toronto.					To	From Hamilton.				
Miles.	Now	L.	M.	N.		Miles.	Now	L.	M.	N.
30	18	16	16	16	Georgetown	33	20	18	18	18
39	22	18	18	18	Hamilton					
40	22	18	18	18	Tottenham	62	24	24	24	22
43	24	20	20	20	Beeton	67	26	24	24	24
49	24	20	20	20	Guelph	40	24	18	18	18
54	24	22	22	22	Harrisburg	20	14	14	14	14
58	24	22	22	22	Galt	31	18	18	18	18
60	28	22	22	22	Brantford	25	16	16	16	16
63	22	*24	*24	22	Berlin	52	24	22	22	22
63	26	24	24	22	Elora	60	24	22	22	22
63	26	24	24	22	Allandale	92	26	28	28	26
64	26	24	24	22	Harris	29	18	16	16	16
64	26	24	24	22	Barrie	93	26	28	28	26
66	26	24	24	24	Fergus	63	26	24	24	22
83	30	28	28	26	Woodstock	48	22	20	20	20
86	30	28	28	26	Orillia	115	30	30	32	28
87	30	28	28	26	Mount Forest	101	32	30	30	28
89	30	28	28	26	Stratford	61	24	24	24	22
92	30	28	28	26	Palmerston	89	30	28	28	26
92	32	28	28	26	Ingersoll	58	24	22	22	22
93	30	28	28	26	Harriston	95	32	28	28	26
95	32	28	28	26	Collingwood	108	32	30	30	28
99	32	28	30	26	St. Mary's	71	26	26	26	24
101	32	30	30	28	Listowel	90	30	28	28	26
102	34	30	30	28	Penetang	130	34	32	32	30
111	36	30	32	28	London	77	30	26	26	24
112	34	30	32	28	Gravenhurst	140	34	32	32	30
116	34	30	32	28	Meaford	130	34	32	32	30
119	34	30	32	28	Walkerton	116	34	30	32	28
119	36	30	32	28	Midland	148	38	32	34	30
119	36	30	32	28	St. Thomas	85	30	26	26	24
120	34	30	32	28	Wingham	119	34	30	32	28
122	34	32	32	28	Owen Sound	160	34	34	34	32
122	36	32	32	28	Clinton	94	32	28	28	26
134	36	36	32	30	Goderich	106	34	30	30	28
151	38	32	34	32	Southampton	148	38	32	34	30
159	38	34	34	32	Kincardine	147	38	32	34	30
162	34	34	34	32	Wiarton	158	34	34	34	32
176	38	34	36	34	Chatham	141	36	32	34	30
221	40	36	36	36	Windsor	187	38	34	36	34
227	46	38	38	38	North Bay	256	46	49	40	40

Figures shown by * are increases over present rates.

(Sgd.) J. HARDWELL.

APPENDIX 'C.'

Sheet 1.

Comparison between Present and Proposed First Class Rates from Windsor and London.

From Windsor.					To	From London.				
Miles.	Now.	L.	M.	N.		Miles.	Now.	L.	M.	N.
46	24	20	20	20	....Chatham	65	26	24	24	22
108	30	30	30	28	....St. Thomas	15	12	12	12	12
110	30	30	30	28	....London					
130	36	32	32	30	....Ingersoll	20	14	14	14	14
133	34	32	32	30	....St. Mary's	23	16	16	16	16
139	36	32	32	30	....Woodstock,	27	16	16	16	16
143	36	32	34	30	....Stratford	33	20	18	18	18
158	36	34	34	32	....Paris	48	22	20	20	20
160	38	34	34	32	....Clinton	51	22	22	22	22
165	36	34	34	32	....Brantford	56	26	22	22	22
168	38	34	34	32	..Harrisburg	58	24	22	22	22
169	38	34	34	32	...Berlin	59	24	22	22	22
172	38	34	36	32	....Goderich	62	26	24	24	22
172	40	34	36	32	....Listowel	62	24	24	24	22
179	38	34	36	34	....Galt	58	24	22	22	22
181	42	34	36	34	....Palmerston	71	26	26	26	24
183	38	34	36	34	....Guelph	73	30	26	26	24
185	42	34	36	34	....Wingham	75	28	26	26	24
187	38	34	36	34	...Hamilton	77	30	26	26	24
187	42	34	36	34	....Harriston	76	28	26	26	24
192	42	36	36	34	....Mount Forest	82	28	28	28	26
196	42	36	36	34	....Elora	86	30	28	28	26
199	42	36	36	34	....Fergus	88	30	28	28	26
202	40	36	38	36	....Georgetown	92	30	28	28	26
208	44	38	38	36	....Walkerton	98	32	28	30	26
213	42	36	38	36	....Kincardine	103	34	30	30	28
232	46	38	40	38	....Tottenham	122	36	32	32	28
					....Windsor	110	30	30	30	28

APPENDIX 'C.'

Sheet 2.

Comparison between Present and Proposed First Class Rates from Windsor and London.

From Windsor.					To	From London.				
Miles.	Now.	L.	M.	N.		Miles.	Now.	L.	M.	N.
236	46	38	40	38	....Beeton	126	36	32	32	30
240	46	38	40	38	....Southampton	130	36	32	32	30
250	46	38	40	38	....Wiarton	140	36	32	32	30
252	50	38	40	40	....Owen Sound	142	36	32	34	30
261	50	40	42	40	....Allandale	151	38	32	34	32
262	50	40	42	40	....Barrie,	152	38	32	34	32
278	50	40	42	40	....Collingwood	168	38	34	34	32
284	50	40	42	42	....Orillia	174	40	34	36	32
299	50	42	44	42	..Meaford	189	40	34	36	34
300	50	42	44	42	....Penetang'	190	42	34	36	34
310	52	42	44	42	....Gravenhurst	200	42	36	36	34
317	50	44	44	44	....Midland	207	44	36	38	36
425	68	50	52	50	....North Bay	315	52	42	44	44

(Sgd.) J. HARDWELL.

Ottawa, July 5, 1907.

Memorandum.

T.D. No. 18.

RE INTERNATIONAL AND TORONTO BOARD OF TRADE RATE CASES.

File No. 609. Case No. 1314.

File No. 710. Case No. 368.

SUPPLEMENTARY REPORT NO. 1 OF CHIEF TRAFFIC OFFICER.

The board accorded an informal hearing to-day to the advisory committee of the Canadian Freight Association who desired to express their objections to the proposed mileage scale 'N,' which I left with the committee's rate clerk in Montreal on the 19th June. That scale, as explained in my report, was intended to overcome the proposed competitive tariff between Windsor and Toronto, and the advance in the Hamilton rates to points north of Beeton Junction and Allendale. The working out of this scale, however, obviously reduced the committee's scale 'M' rates for mileage other than those affected by the Toronto and Hamilton rates, to the extent that the rates for distances over 100 miles would be so reduced as virtually to give a scale lower than 'D,' which was the one the companies objected to at the outset and which their statements submitted were intended to prove would result in so great a loss of revenue.

Recognizing the force of these objections I have arranged with the advisory committee to make 36 cents basis Windsor to Toronto the maxima to intermediate points, so as to avoid the necessity for a separate competitive tariff to Toronto proper, also to avoid any increases which scale 'M' would make from Hamilton to points north of Beeton and Allandale be repeating the present rates where these are lower than scale 'M.'

With these modifications I am prepared tentatively to recommend the adoption of the committee's scale 'M,' and for clause (a) of the recommendations in my report to substitute the following, viz.:—

'(a) That the speciol local class tariffs (known as "town tariffs") of the Grand Trunk, Canadian Pacific, Michigan Central, Pére Marquette, Wabash, Toronto, Hamilton and Buffalo and Canadian Northern Ontario Railway Companies, east of the Detroit and St. Clair rivers, Lake Huron, Georgian Bay and North Bay, and south of the Ottawa river, be reudced so as to place them all on the same mileage scale, and that for this purpose the table of mileage rates lettered 'M' and shown in Appendix 'A' to this report, be adopted as the bases by the said companies, subject to such reductions fro mthe said mileage table between common or competitive points as may be considered necessary under the authority contained in section 315, subsection 5, and section 329 of the Railway Act; the rates in all cases to be based on the shortest workable mileage; subject also to Toronto rates on the basis of 36 cents 1st class as the maxima from points on the Canadian side of the Detroit and St. Clair rivers to points intermediate to Toronto, and to the present rates as the maxima from Hamilton to points north of Beeton Junction and Allandale.'

I should add that the companies' scale 'M' referred to above was accepted by the manager of the transportation department of the Canadian Manufacturers' Association as satisfactory to his association; also that in removing the discrimination between the distributing towns, which forms part of the complaint of the Toronto Board of Trade, general reductions have been made at such points as London, Brantford, Chatham, St. Catharines, &c., which were really not applied for.

Respectfully submitted,

(Sgd.) J. HARDWELL,

Chief Traffic Officer.

A. D. CARTWRIGHT, Esq.,
Secretary.

SESSIONAL PAPER No. 20c

ORDER 3258.

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA MEETING AT OTTAWA SATURDAY, THE 6TH DAY OF JULY, A.D. 1907.

Present:

A. C. KILLAM,
Chief Commissioner.
Hon. M. E. BERNIER,
Deputy Chief Commissioner.
JAMES MILLS,
Commissioner.

In the matter of the application of the Canadian Manufacturers' Association and the shippers who were heard and represented at the hearings held by the board in Windsor and Chatham, Ontario, in the month of May, 1906, and of the Board of Trade of the city of Toronto, hereinafter called the 'Applicants.'

Upon hearing what was alleged on behalf of the applicants and counsel for the railway companies, the evidence adduced, and upon the report and recommendation of its chief traffic officer, the board doth order:—

(a) That the special local class tariffs (known as 'town tariffs') of the Grand Trunk Railway Company of Canada, the Canadian Pacific Railway Company, the Michigan Central Railroad Company, the Pere Marquette Railroad Company, the Wabash Railroad Company, the Toronto, Hamilton and Buffalo Railway Company, and the Canadian Northern Ontario Railway Company, east of the Detroit and St. Clair rivers, Lake Huron and the Georgian Bay and North Bay (east and southbound), and south of the Ottawa river, be reduced so as to place them on the same mileage scale; and that for this purpose the table of mileage rates, particularly set forth in the schedule hereto annexed, marked 'A,' which is hereby made part of this order, be adopted as the bases by the said companies, subject to such reductions from the said mileage table between common or competitive points as may be considered necessary under the authority contained in sections 315 and 329 of the Railway Act; the rates in all cases to be based on the shortest workable mileage, subject also to Toronto rates on the basis of 36 cents 1st class as the maxima from points on the Canadian side of the Detroit and St. Clair rivers to points intermediate to Toronto, and to the present rates as the maxima from Hamilton to points north of Beeton Junction and Allandale.

(b) That, subject to clause 'd' of this order, for the purpose of compiling through special winter and summer class freight tariffs from points west of Toronto to points east thereof, the territory south of and including the Grand Trunk Railway Company's main line Toronto to Point Edward, via Stratford, be divided into groups on the principle now existing, but modified by the mileage table referred to in clause 'a' of this order; all points on the Welland canal to be included in the Fort Erie-Stoney Creek group, and the rates to Montreal to be as outlined in the memorandum of the Toronto conference of May 23, 1907, as follows:—

From	Amount.	Class.
Windsor, Amherstburg, Courtright, Sarnia, Newbury, Alvinston and Forest.	58 cents.	1st class.
From intermediate points east to and including Hyde Park	56 "	"
London, St. Thomas, St. Mary's, Thamesford, Port Burwell and Port Rowan.	54 "	"
Woodstock, Ingersoll, Stratford, Waterford and Port Dover	52 "	"
Berlin, Galt, Brantford	50 "	"
Guelph	48 "	"
Fort Erie, Suspension Bridge, Port Colborne, Welland, St. Catherines, Grimsby	48 "	"
Merritton, Dundas, Oakville and Georgetown	46 "	"
Toronto	44 "	"

(c) That the territory north of that covered by clause 'b' and west of and including the Grand Trunk Railway Company's line between Toronto and Barrie be similarly grouped and the rate table referred to in clause 'a' be applied, but with the rates for equal distances in the territory covered by clause 'b' as minima.

(d) That from points competitive with the lake and river lines the companies may publish from and to such competitive points, during the season of navigation, such commodity rates as may be necessary to meet the competition of the water carriers, and shall also published from Toronto to Hamilton to Ottawa and Montreal, and intermediate points, competitive class tariffs on the basis now existing, but not to exceed the mileage rates referred to in the said clause 'a.'

(e) That the through rates from the aforesaid groups be reasonably graduated to points east of Toronto on the basis outlined for the Grand Trunk Company's main line at the Toronto conference of May 23, 1907, with corresponding scaling along the line of the Canadian Pacific Railway Company.

(f) That the eastbound rates from the territory east of Toronto and Orillia, and east of and including Depot Harbour, Parry Sound and North Bay, be in accordance with the mileage table referred to in the said clause 'a,' having regard to the adjoining group rates under clause 'c.'

(g) That to points in Quebec west and east and south of Montreal, on the lines of the Grand Trunk and Canadian Pacific Railway Companies, the through rates from the grouped territory as de fined in clauses 'b' and 'c,' be arrived at in accordance with the following scale, namely:—

—	Rate.	Class.
To Aylmer	4 cents over Hull	1st Class.
Gatineau to Buckingham, inclusive	6 " "	"
East of Buckingham Junction to and including St. Augustine; north and south of Ste. Therese Junction to and including St. Jerome and St. Eustache	8 " Montreal	"
Ste. Therese Junction to Ste. Rose, inclusive	4 " "	"
St. Vincent de Paul to Joliette, inclusive	4 " "	"
Lanoraie to Three Rivers, inclusive, including Berthier	8 " "	"
East of Three Rivers to Quebec, inclusive	10 " "	"
East and South of Montreal to and including Ste. Rosalie, St. Johns, St. Isidore, Howick Junction and Cecile Junction	4 " "	"
Doucets Landing, Victoriaville, Dixville and East of St. Rosalie, also south of points named in preceding group (C.P.R. group to correspond)	8 " "	"
East of Victoriaville to Point Lèvis	10 " "	"

(h) That no special commodity rates now existing, which may be lower than the corresponding class tariff rates therein prescribed, shall be advanced by reason of the changes herein ordered, or without the sanction of the board.

(i) That the said railway companies and their connections in the United States be permitted to substitute the Canadian freight classification for the official classification from Detroit and Port Huron, and from points west thereof via the Detroit and St. Clair river crossings, also from Buffalo and Suspension Bridge, New York, and, where necessary, from points south and west thereof via the Niagara frontier, and to scale the lower classes on the first-class rates now existing.

(j) That the rates from Canadian points on the Detroit and St. Clair river frontier to all points east to the Atlantic and north to the Ottawa river shall in no case exceed the rates from Detroit and Port Huron as fixed by clause (h).

(k) That in the adjustment of the international rates referred to in clause (h), the rates on raw materials from points in the United States to points in Canada shall not be advanced at the instance, direct or indirect, of the companies operating in Canada by reason of the changes in the rate bases herein permitted or prescribed.

(l) That no change shall be made in the westbound rates from Montreal to the grouped territory west of and including Toronto and intermediate points as a consequence of this order of the board.

(Sgd.) A. C. KILLAM,
Chief Commissioner,
Board of Railway Commissioners for Canada.

SCHEDULE "A."

Distance Groups.	1st Class rates in cents per 100 lbs.	Distance Groups.	1st Class rates in cent per 100 lbs.
Miles.	Cents.	Miles.	Cents.
0 miles to 5	8	141 miles to 170	34
6 " 10	10	171 " 200	36
11 " 15	12	201 " 230	38
16 " 20	14	231 " 260	40
21 " 30	16	261 " 290	42
31 " 40	18	291 " 320	44
41 " 50	20	321 " 350	46
51 " 60	22	351 " 380	48
61 " 70	24	381 " 410	50
71 " 80	26	411 " 440	52
81 " 95	28	441 " 480	54
96 " 110	30	481 " 520	56
111 " 140	32	521 " 560	58

ORDER No. 3617.

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA MEETING AT OTTAWA, THE 23RD DAY OF SEPTEMBER, A.D. 1907.

Present:

A. C. KILLAM, *Chief Commissioner,*
Hon. E. M. BERNIER, *Deputy Chief Commissioner,*
JAMES MILLS, *Commissioner.*

In the matter of the applications of the Canadian Manufacturers' Association and the shippers who were heard and represented at the hearings held by the board in Windsor and Chatham, Ontario, in the month of May, 1906, and of the Board of Trade of the city of Toronto, hereinafter called the 'applicants.'

Whereas an order of the board was issued in the above application dated 6th July, 1907, and

Whereas the board has decided to issue a supplementary order amending said order of the 6th July, 1907;

Upon the report and recommendation of the chief traffic officer of the board, the board doth order:—

That clause '*j*' in the said ored of the 6th July, 1907, be, and the same is hereby, cancelled, and the following clause substituted therefor: '*(j)* That the rates from Canadian points on the Detroit and St. Clair river frontier to all points east to the Atlantic and north to the Ottawa river shall in no case exceed the rates from Detroit and Port Huron.'

(Sgd.) A. C. KILLAM,
Chief Commissioner,
Board of Railway Commissioners for Canada.

Order No. 3925.

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA MEETING AT OTTAWA, THE 13TH DAY OF NOVEMBER, A.D. 1907.

Present:

A. C. KILLAM, *Chief Commissioner,*
Hon. M. E. BERNIER, *Deputy Chief Commissioner,*
JAMES MILLS, *Commissioner.*

In the matter of the application of the Canadian Manufacturers' Association and the shippers who were heard and represented at the hearings held by the board in Windsor and Chatham, Ontario, in the month of May, 1906, and of the Board of Trade of the city of Toronto.

Whereas, by order of the board No. 3258, dated the 6th July, A.D. 1907, the board directed that certain revised tariffs of freight tolls were to be prepared, and published and filed by the railway companies;

And whereas it has decided to fix a date upon which the said tariffs shall come into force;

Upon the report of the chief traffic officer of the board, the board doth order:—

That the revised tariffs of freight tolls referred to in the order of the board No. 3258, dated the 6th July, A.D. 1907, be, and they are hereby, ordered to come into force, from points in Canada, not later than the 1st January, 1908.

(Sgd.) A. C. KILLAM,
Chief Commissioner,
Board of Railway Commissioners for Canada.

File No. 4609.
Case 1314.

Order No. 4125.

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA MEETING AT OTTAWA, WEDNESDAY, THE 16TH DAY OF DECEMBER, A.D. 1907.

Present:

A. C. KILLAM, *Chief Commissioner,*
JAMES MILLS, *Commissioner.*

In the matter of the application of the Canadian Manufacturers' Association and the shippers who were heard and represented at the hearings held by the board in Windsor and Chatham, Ontario, in the month of May, 1906, and of the Board of Trade of the city of Toronto, hereinafter called the 'applicants.'

Upon reading the letters dated respectively 16th December, 1907, and 18th December, 1907, addressed to the secretary of the board by Mr. W. R. MacInnes, chairman of the advisory committee of the Canadian Freight Association, representing the railway companies affected by the order of the board made on the 6th July, 1907, No. 3258;

And upon hearing Mr. W. R. MacInnes, chairman of the said advisory committee, representing the said railway companies, the board doth order:—

That its said order No. 3258 of July 6 be, and the same is hereby, amended by rescinding paragraph (1) of the said order;

'Provided that the adoption by the said railway companies, or any of them, of rates or tolls for freight traffic from Montreal westbound equal to those required by the said order be adopted in the reverse direction to Montreal, and the issue and putting in force of tariffs thereof shall not prejudice the said railway companies, or any of

them, to rescind or vary the said order, or to authorize any change or changes in the rates or tolls required by the said order or in such rates or tolls from Montreal westbound.'

(Sgd.) A. C. KILLAM,
Chief Commissioner,
Board of Railway Commissioners for Canada.

Re *Telephone Rates.*

After the amendment of the Railway Act by which all telephone tolls to be charged by any company having legislative authority from the parliament of Canada to construct and operate a telephone system or line were made subject to the approval of the board and to be filed with and dealt with by the board as therein provided, a special commission, composed of G. F. Shepley, K.C., Toronto; W. S. Buell, barrister, Brockville, and James Richardson, Brockville, was appointed by the Dominion government to investigate telephone tolls and to assist the board in such investigations. The board held its first sittings in this connection on 27th day of May, 1907, in the city of Montreal, and its last sittings on the 19th day of June, 1907, in the same place. A large amount of evidence was taken, and the late Chief Commissioner, A. C. Killam, K.C., was engaged in preparing the judgment of the board at the time of his death.

Investigation of Express Companies.

As stated in the Board's preceding report, the Railway Act was so amended so as to bring express companies under the jurisdiction of the Board, and providing that all express tolls are to be subject to the approval of the Board and to be filed with and dealt with by the Board as therein provided. Owing to pressure of business of the Board it was decided that a special commission should be appointed to assist the Board in investigating the rates of express companies, and the Dominion government accordingly appointed Mr. G. F. Shepley, K.C., Toronto; Mr. W. S. Buell, barrister, Brockville, and Mr. Richardson, accountant, Brockville, for such purpose. This commission was also empowered to investigate telephone tolls, and after doing so, the investigation of express tolls was taken up, and the Board held its first public sittings in this connection in the city of Montreal, Que., on the 10th day of December, 1907, Messrs. Shepley and Buell appearing as counsel to assist the Board, and the Canadian Express Company, the Dominion Express Company, and the Canadian Northern Express Company being represented by separate counsel. Owing to the illness and subsequent death of the then Chief Commissioner of the Board, A. C. Killam, K.C., no further sittings were held. In the meantime an order was made on the 26th February, 1908, on the application of the Express Traffic Association of Canada, on behalf of the express companies subject to the jurisdiction of the Board, extending the time for the filing and approval of tariffs of tolls of the express companies until the 1st day of June, 1908, upon the terms and conditions set out in the said order.

The various express companies subject to the jurisdiction of the Board, and the railway companies over which such express companies operate, were asked by the Board to define what constituted 'express traffic,' and the following circular was issued in connection therewith:—

'OTTAWA, July 11, 1907.

'*Circular No. 10.*

Re *Express Traffic.*

'DEAR SIR,—Under section 352 of the Railway Act, the Board of Railway Commissioners is empowered to prescribe what is carriage or transportation of goods by express within the meaning of the Railway Act.

'I am directed to state that the Board thinks it would be advisable that "express traffic" should be defined before the express companies' tariffs are approved by the

Board, and that the Board desires to receive the views of the various companies interested as to the division which should be made between express traffic and ordinary railway traffic, and between the kinds of traffic to which express tariffs are to apply.

'The Board desires that the companies give the Board the benefit of their views upon these matters on or before the 1st of September next and suggests that, for the purpose, a conference might be had between the various intrests and some attempt made to arrive at a harmonious settlement of these questions for submission to the Board.

'Yours truly,

'(Sgd.) A. D. CARTWRIGHT,

'*Secretary B.R.C.*'

A number of replies have been received, and the matter is now engaging the consideration of the board.

Car Shortage.

During the first six or seven months of the year 1907 the Board was in receipt of a large number of complaints, chiefly from the western provinces, in regard to the car shortage and lack of motive power unquestionably prevailing, and to some extent intensified by the unusual climatic conditions that prevailed in the western provinces during the winter of 1906-7. The Board had previously authorized its chief traffic officer to hold investigations and make inquiries regarding the equipment of the principal railway companies operating in Canada, this action having been taken as a result of the complaints of the Dominion Millers' Association that the supply of cars for grain at the ports of transhipment on the Georgian Bay and Lake Huron was considerably short of the requirements, but owing to the fact that the Board's Chief Traffic Officer's time was very fully taken up with other matters, and the great amount of labour involved in getting the necessary information in detail, progress in this direction was necessarily slow. The Board, however, has had added to its traffic department an operating assistant to the Chief Traffic Officer, who, immediately after his appointment in April, 1907, took up and investigated a large number of complaints relating to car shortage, reference to which will be found in another part of this report. Owing to the rapid commercial growth of the country during the past ten years, the railway companies both in Canada, as in the United States and elsewhere, have been unable to keep pace with the progress made, and as a consequence the transportation problem had forced itself upon the consideration of the Board as a matter requiring prompt action, and the Board felt it necessary to take immediate steps to meet the then existing condition of affairs. The harvest of 1907 was below the average, and towards the close of the year a serious financial crisis occurred in the United States, which necessarily affected trade conditions throughout the Dominion of Canada. the result being that the car problem has assumed an altogether different aspect. On the 31st of March the surplus in car order totalled 9,077 cars according to the returns furnished to the 'Railway World.' In the United States and Canada there were on the 5th February, 1908, 342,828 idle cars. For the time being, therefore, the equipment question seems to have solved itself. The Board feels that, while it is very important that close attention be given to this subject of railway equipment, it is also very necessary to bear in mind that the railway companies cannot be expected to always have on hand at a given time in a particular locality sufficient railway stock to meet the maximum demand during 'rush seasons.' There is, however, a point up to which the railway companies should be compelled to furnish proper and adequate equipment, and it will be the object and duty of this Board to see that such necessary equipment is provided, keeping in view the future transportation requirements of the country. If the business undertakings of the country continue to increase proportionately during future years as they have done in the last decade, then

the railway companies must add largely to their tracks, cars and other transportation facilities.

Protection of Wooden Bridges.

The Board, having given careful consideration to the question of the protection of wooden bridges, issued, in pursuance of powers conferred on it by sections 30 and 269 of the Railway Act, on the 3rd July, 1907, an order providing as follows:—

No. 3239.

1. That every railway company subject to the legislative authority of the parliament of Canada, operating by steam power any railway or railways, any part or parts of which is or are constructed of or upon wooden trestles, shall during the months of May, June, July, August and September in each year, for the purpose of protecting such trestles from fire, place and keep upon every portion of its said railway or railways, where such trestles exist, watchman to the extent hereinafter required, and cause such watchmen to inspect every trestle as soon as possible after the passage of a train or locomotive over the same; provided that this clause shall not require any such watchman to discontinue the following of one train to and over any other wooden trestle on his division in the direction in which such train is going.

2. That where a track bicycle is provided for his use one watchman may be appointed for and have charge of a distance of five miles along the railway for the purposes aforesaid, but where no such bicycle is provided, a watchman shall not be appointed for and have charge of more than a distance of two and one-half miles along the railway.

3. That every such railway company supply each of such watchman and keep him supplied with two pails, and keep the same in good condition and fit for holding water.

4. That each such company place and maintain at each end of every such trestle a barrel of the capacity of not less than forty-five gallons, and that, on every trestle of over two hundred feet in length, every such company place and maintain barrels of similar capacity at distances of not more than one hundred feet apart; provided that the pile trestles crossing waterways shall not be required to be furnished with any such barrels.

5. That every such company maintain and keep every such barrel in good repair and in good condition for holding water, and cause such barrels to be kept full of water, except so far as the water shall be reasonably and properly used for the protection of the trestle or as it may be lowered by natural causes; provided that as often as the surface of the water shall be lowered in any such barrel to the extent of fifteen inches from the top of the barrel such company cause the barrel to be forthwith refilled with water.

6. That every railway company remove and keep clear from dead grass and brush the whole width of its right of way under and along every such trestle.

7. That every such watchman, from time to time when any such trestle is injured by a fire, as soon as posible report the same to the roadmaster on whose division he is working; that in the event of any such barrel or pail not being in good and efficient condition for the holding of water, every such watchman having charge of the same, as soon as possible, report such condition to the said roadmaster; that whenever the height of water in any such barrel is lowered to the extent of fifteen inches from the top of the barrel, every such watchman as soon as possible report such condition to the said roadmaster.

8. That every such railway company failing or neglecting to comply with any of the foregoing regulations be subject to a penalty of fifty dollars.

9. That every watchman failing or neglecting to make inspection of any such trestle in accordance with the foregoing regulations, or failing or neglecting to make

any of the reports hereinbefore required of him when and as so required, be subject to a penalty of twenty dollars for each such failure or neglect.

This order was subsequently amended on the 13th August, 1907, by providing that it should not go into effect or operation during the then calendar year except as respects trestle bridges of the length of 200 feet or more. It may transpire tha modifications of the order may be found necessary, but in the meantime the board hopes that the effect of the order will be to give the necessary protection to the travelling public as well as to the employees of the railway companies.

Fire Protection Appliances.

The Board having had under consideration for some time the question of the equipment of locomotive engines with fire protective appliances and having had the matter investigated and reported upon by certain of its officers, pursuant to the powers conferred on it by sections 30 and 269 of the Railway Act, issued an order proceeding as follows:—

1. Every railway company subject to the legislative authority of the parliament of Canada operating any railway by steam power shall cause every locomotive engine used on the railway, or portion of railway operated by it, to be fitted and kept fitted with netting mesh as hereinafter mentioned, namely:—

(a) On every engine equipped with an extension smoke box, the mesh to be not larger than 2½ x 2½ per inch of No. 10 Birmingham wire gauge, and to be placed in the smoke box so as to extend completely over the aperture through which the smoke ascends—the openings of the said mesh not to exceed a quarter of an inch and one-sixty-fourths of an inch to the square inch.

(b) On every engine equipped with a diamond stack the mesh is not to be more than 3 x 3 per inch of No. 10 Birmingham wire gauge, and to be placed across the top of the stack so as completely to cover the same, the openings of the said mesh not to exceed three-sixteenths of an inch and one-sixty-fourth of an inch to the square inch.

2. Every railway company subject to the legislative authority of the parliament of Canada operating any railway by steam power shall cause:—

(a) The openings at the back of the ashpans on every locomotive engine used on the railway, or portion of railway operated by it, to be covered, when practicable, with heavy sheet iron dampers, or, if not practicable, with screen netting dampers 2½ x 2½ per inch of No. 10 Birmingham wire gauge, such dampers to be fastened either by a heavy spring or a split cotter and pins.

(b) Overflow pipes from the injectors to be put into the front and back part of the ashpans and used during the months of April, May, June, July, August, September, and October.

3. Every railway company subject to the legislative authority of the parliament of Canada shall provide inspectors at terminals where its locomotive engines are housed and repaired, and cause them, in addition to the duties to which they may be assigned by the officials of the railway companies in charge of such terminals:—

(1) To examine at least once in every week:—

(a) The nettings.

(b) Dead plates.

(c) Ashpans.

(d) Dampers.

(e) Slides, and

(f) Any other fire protective appliance or appliances used on any an dall engines running into the said terminals.

(2) To keep a record of every such inspection in a book to be furnished by the rai-l way company for the purpose, showing:—

(a) The number of the engines inspected.

(b) The date of such inspection; and

(c) The condition of the said fire protective arrangements and appliances.

4. No employee of any such railway company shall:—

(a) Do, or in any way cause, damage to the netting on the engine smokestack or to the netting in front of such engine;

(b) Open the back dampers of the engine while running ahead; or

(c) Otherwise do or cause damage or injury to any of the protective appliances used on the said engines.

5. Every such railway company allowing or permitting the violation of, or in any other respect contravening or failing to obey the foregoing regulations, shall be subject to a penalty of twenty-five dollars for every such offence.

6. Every such employee contravening or failing to obey the said regulations, or any of them, shall be subject to a penalty of fifteen dollars for every such offence.

7. No railway company subject to legislative authority of the parliament of Canada shall burn lignite coal on its locomotive engines as fuel for transportation purposes until such time as the board shall otherwise order or direct. Lignite coal includes all varieties of coal, the properties of which are intermediate between wood and coal of the older formations. Every such railway company burning, or permitting to be burned, lignite coal on its locomotive engines in contravention of the regulation herein in this behalf shall be subject to a penalty of twenty-five dollars.

8. Every railway company subject to the legislative authority of the parliament of Canada operating a railway by the power of steam, in the province of Saskatchewan, shall establish and maintain along the line of railway where the same passes through prairie country in the said province, on each side of such line of railway and of not less than three hundred feet in width from the centre of the railway, a good and sufficient fireguard to be made by ploughing the land to the extent of not less than sixteen feet in width on the side of the fireguard farthest from the railway, and by burning or otherwise freeing from inflammable materials the spaces between such ploughing and such line of railway.

9. Every railway company subject to the legislative authority of the parliament of Canada operating a railway by the power of steam, in the province of Alberta, shall establish and maintain along the line of railway where the same passes through prairie country in the said province, on each side of such line of railway and of not less than three hundred feet in width from the centre of the railway, a good and sufficient fireguard to be made by ploughing the land to the extent of not less than sixteen feet in width on the side of the fireguard farthest from the railway, and by burning or otherwise freeing from inflammable materials the spaces between such ploughing and such line of railway.

10. Every such company shall, at all times, keep such fireguards free from weeds and other inflammable material, and in such condition as not to allow fire to spread thereon and therefrom through coals, cinders or sparks falling from or emitted by engines upon its railway.

11. Provided, that no such railway company shall be bound to enter upon the lands of another for any of the purposes aforesaid without the consent of the owner of the said lands, unless such company can lawfully do so without being liable to make compensation thereof; provided, also, that the said railway companies shall not be required to establish and maintain such fireguards where the nature of the country renders it impossible to do so, or where the doing so would involve serious loss and damage to property—all such places and portions of line or lines to be specifically described and reported to the board.

12. The fireguards herein provided for to be completed on or before the 1st day of September of the present year, and after this year, on or before the 1st day of August in each year, and in other respects these regulations shall take effect and be operative on and from the 1st day of September next.

13. These regulations shall not have effect during the months of December, January, February or March in any year.

14. Every railway company subject to the legislative authority of the parliament of Canada disobeying or failing to comply with the provisions of these regulations shall be liable to a penalty of one hundred dollars for every such disobedience or failure to comply with the provisions of these regulations respecting fireguards.

Judgments of the board.

The summary of the principal judgments delivered by the board covering the year ending March 31, 1908, prepared by the law clerk, Mr. A. G. Blair, will be found in Appendix 'D.'

ROUTINE WORK OF THE BOARD.

Record Department.

Since the publication of the last report three clerks have been added to the staff of the record department of the Board. This addition was rendered necessary owing to the steady increase in the number of applications and the additional work entailed by the placing of telephone rates and express companies' tolls under the jurisdiction of the board. More commodious quarters have been provided for the staff of the record department, but even with the additional room the space allotted is taxed to its fullest capacity. As referred to in a previous report, this department is under the supervision of the Secretary of the Board, who, under the Board's authority, has delegated the working out of all details in this connection to Mr. A. E. Ecclestone, secretary to the secretary, who has proved himself an able and valuable assistant. By reference to the subjoined table it will be seen that the number of applications, filings and orders shows a very marked increase over that of the past year, and attention might here be drawn to the uniformity of such increases.

With regard to the cases heard by the board at sittings during the year covered by this report, it might be mentioned that 30,000 folios of testimony were taken by the board at these sittings.

The following is a table of formal applications and informal complaints received under the Act, documents filed, and orders issued by the board, compared with those of the year ending March 31, 1907:—

—	April 1, 1906 to March 31, 1907.	April 1, 1907 to March 31, 1908.	Increase.
Applications (including informal complaints)	2,936	3,125	189
Filings	26,933	45,425	18,492
Orders	1,741	1,787	46

It should here be noted that under the heading of applications in report ending March 31, 1908, is included informal complaints, a list of which will be found under Appendix 'E.'

Traffic Department.

Since the issuance of the last report there has been an addition of four clerks to this department. This increase was in a large measure due to the fact that the express companies and telephone companies are now under the jurisdiction of the board. Additional space has also been provided by the removal of the storeroom to the basement of the building occupied by the board and the taking down of the parti-

tion separating the storeroom from the traffic department. The additional space furnished does ont, however, altogether meet the requirements, and the room is only lighted from one end, rendering it necessary to use artificial light at the rear end of the room a greater part of the year.

In connection with this department the recommendation of the board for the appointment of an operating assistant to the Chief Traffic Officer, whose duty it is to assist him in obtaining necessary information in regard to the equipment, station accommodation, &c., of the various railway companies subject to the jurisdiction of the board, has been carried out by the appointment of Mr. A. F. Dillinger, whose report showing the work done since the date of his appointment, on April 12, 1907, to March 31, 1908, will be found under Appendix 'I.' The necessity for such an appointment is amply set evidenced by the work accomplished by Mr. Dillinger as set forth in detail of report.

A statement of the freight, passenger, telephone and express schedules filed with the board between April 1, 1907, and March 31, 1908, will be found in conjunction with the report of the chief traffic officer of the board under Appendix 'B.'

Engineering Department.

The board has had under consideration the appointment of an additional engineer to this department, as it has been found, under existing conditions, undesirable to have the chief engineer absent from headquarters to any considerable extent. Under the present disposition of the staff Mr. H. A. K. Drury, second assistant engineer, has his headquarters at Winnipeg, Manitoba, leaving the work at headquarters to be conducted by the chief engineer, Mr. G. A. Mountain, and first assistant engineer, Mr. T. L. Simmons, and, as not frequently happens, in connection with the work of this department, both the chief engineer and assistant engineer are absent from the city at the same time, causing inconvenience and delay in the transaction of the board's business in connection with this department. A list of the examinations and inspections made by the engineering department for the year ending March 31, 1908, will be found in Appendix 'F.'

Accident Department.

As pointed out in previous reports, the board found it impossible for one man to make anything like an investigation of all railway accidents throughout the Dominion of Canada, and the board therefore has added to its staff two assistant inspectors of accidents, Mr. M. J. McCaul and Mr. Jas. Clark, the latter being located at Winnipeg, Manitoba, and having the territory from Fort William, Ontario, west to the Pacific coast under his immediate supervision. The number of investigations held in regard to accidents is large and consequently considerable expense is entailed. The Board has under contemplation the reorganization of this department with a two-fold object in view. Firstly, greater promptness in dealing with accidents and the cause of their occurrence; and, secondly, in reducing the expenses connected with the holding of such investigations. The Board has no doubt about the necessity existing for this department, but it has felt that an adequate return was not being given for the money expended in connection with it. The Board hopes, however, that it will be able to place the department on a more effective basis during the coming year. The report of the accidents investigated, covering the year ending March 31, 1908, will be found in Appendix 'G,' in conjunction with the report of the chief inspector of accidents.

It will be noted that the number of persons killed and injured, including passengers and employees, on railways operating in Canada subject to the jurisdiction of the board, for the year ending 31st March, 1908, shows a heavy increase over the corresponding period for the year ending 31st March, 1907. In the case of railway employees the increase in the number injured is over 150 per cent. This is a state

of affairs that calls for the immediate attention of the board with a view to ascertaining what measures can be adopted by the railway companies to reduce the existing dangers to life and limb of their employees. How far such accidents are due to neglect on the part of employees to observe the rules of the companies and how far they are attributable to the lack of adequate protection given by the companies themselves, is a matter that is now engaging the consideration of the board in connection with the 'Uniform Code of Train Rules for all Canadian Railways.'

Derailments and head-on collisions are accountable for about 40 per cent of the total number of casualties, as will appear from the report of the board's inspector of accidents. The installation of the block system by the railway companies would no doubt prove the most comprehensive measure as respects collisions, and it might here be stated that this has been the experience of the Interstate Commerce Commission of the United States as a result of investigations extending over a series of years.

Railway Equipment and Safety Appliance Department.

This department is presided over by Mr. Jas. Ogilvie, inspector of railway equipment and safety appliances, assisted by Mr. W. S. Blyth, assistant inspector. Mr. Jas. Clark also performs certain duties in connection with his other duties as inspector of accidents, the Board not having deemed it advisable at present to have an additional inspector for such purpose residing at Winnipeg. The Board has no doubt about the desirability of having officials to inspect and report upon the condition of the rolling stock of the various railways subject to the Board's jurisdiction, as well as to make suggestions from time to time to the Board in connection therewith, both as to the protection of the public and the protection of the employees of the railway companies. As in the accident department, so in the equipment department, the time that elapses between the inspection, the making of the report and the action on the matter by the board must of necessity be long deferred. Some means will have to be found for disposing more promptly of reports in reference to defective equipment. The Board has this matter under consideration and possibly a solution may be found by conferring on its officers the power to direct that defective equipment may be set aside without the necessity of referring the matter to the Board as at present. The Board understands that this is the practice adopted by the Interstate Commerce Commission.

Obituary.

It is with deep regret that this Board has to announce the death of its late chief commissioner, Albert Clements Killam, K.C., who succumbed at Ottawa on the 1st of March, 1908, after a brief illness to an attack of pneumonia. An able jurist, he brought with him the ripened experience of years of service on the bench of the Manitoba courts and finally in the Supreme Court of Canada, which particularly fited him for the discharge of the duties connected with the office of chief commissioner of this board. During the three years with which he was connected with the board, Mr. Killam never spared himself and was untiring and indefatigable in his efforts to carry into effect the purposes for which this Board was created. At all times courteous and considerate to those who were brought in contact with him in the discharge of his official duties, he earned the respect and esteem of all. His judgments, which are on record in the various reports of the Board already issued, indicate that Mr. Killam realized that the Railway Act was 'on trial,' and that it was well to proceed carefully and cautiously. He felt that when action was taken by the board, there should be, as far as possible, no uncertainty in regard to the propriety and correctness of such action. The Board feels that it is difficult to express in words a just appreciation of the services rendered by its late chief commissioner.

The vacancy caused by his death has been filled by the appointment on the 28th of March, 1908, of the Honourable James Pitt Mabee, who resigned office as judge of the High Court of Justice, Ontario, to become Chief Commissioner.

(Sgd.) J. P. MABEE,
Chief Commissioner,

M. E. BERNIER,
Deputy Chief Commissioner,

JAMES MILLS,
Commissioner.

March 31, 1908.

APPENDIX 'A.'

Staff of the Board of Railway Commissioners for Canada for the year ending March 31, 1907.

TRAFFIC DEPARTMENT.

Name.	Occupation.	Appointment.	Amount.
James Hardwell	Traffic Expert	June 22, 1904	$ 3,800 00
A. F. Dillinger	Operating Assistant	April 6, 1907	1,800 00
G. A. Brown	Chief Clerk	June 22, 1904	2,000 00
C. E. McManus	Clerk	Sept. 1, 1904	1,050 00
C. C. Routhier	"	Aug. 14, 1906	1,050 00
C. N. Ham	"	Oct. 3, 1904	1,000 00
H. W. Messinger	"	July 8, 1904	950 00
J. S. Allen	"	May 6, 1907	900 00
G. T. Riddell	"	May 1, 1905	800 00
F. Lalonde	"	May 6, 1905	900 00
J. R. Usher	"	May 6, 1907	750 00
C. Chapman	"	April 11, 1907	600 00
			$ 15,620 00

ENGINEERING DEPARTMENT.

G. A. Mountain	Chief Engineer	June 30, 1904	$ 4,800 00
T. L. Simmons	First Asst. Engineer	Oct. 3, 1904	2,500 00
H. A. K. Drury	Second " "	June 25, 1906	2,500 00
John Murphy	Electrical "	May 15, 1906	1,500 00
J. R. Foulds	Clerk	Aug. 14, 1906	700 00
			$ 12,000 00

RECORD DEPARTMENT.

J. W. Thomson	Chief Clerk	Sept. 1, 1904	$ 1,150 00
C. S. Huband	Clerk	May 1, 1905	900 00
W. A. Jamieson	"	Aug. 14, 1906	750 00
J. B. Arbick	"	Dec. 23, 1904	700 00
J. E. Martin	"	May 6, 1907	700 00
T. G. Vritton	"	May 6, 1907	700 00
D. I. Langelier	"	July 20, 1904	650 00
F. R. Demers	"	Aug. 14, 1905	600 00
			$ 6,150 00

ACCIDENT DEPARTMENT.

E. C. Lalonde	Inspector of Accidents	July 20, 1904	$ 2,200 00
M. J. McCaul	Asst. Inspector of Accidents	May 6, 1907	1,500 00
James Clarke	" " "	May 6, 1907	1,700 00
A. Lapointe	Clerk	May 6, 1907	700 00
			$ 6,100 00

EQUIPMENT AND SAFETY APPLIANCE DEPARTMENT.

Name.	Occupation.	Appointment.	Amount.
James Ogilvie	Inspector of Railway Equipment and Safety Appliances	May 4, 1907	$ 2,200 00
W. S. Blyth	Assistant Inspector	May 6, 1907	1,500 00
			$ 3,700 00

SECRETARY'S DEPARTMENT.

A. E. Ecclestone	Secretary to Secretary	Aug. 14, 1906	$ 1,100 00
G. F. Perley	Clerk	Jan. 2, 1908	600 00
E. A. H. Barber	Stenographer	May 8, 1907	550 00
			$ 2,250 00

LAW DEPARTMENT.

A. G. Blair	Law Clerk	July 20, 1904	$ 2,500 00
R. Larose	Stenographer and Librarian	May 1, 1905	750 00
			$ 3,250 00

ACCOUNTING DEPARTMENT.

E. A. Primeau	Registrar and Accountant	May 7, 1904	$ 2,100 00

PRIVATE SECRETARY TO CHIEF COMMISSIONER.

R. Richardson		May 1, 1905	$ 1,600 00

STENOGRAPHERS.

L. M. Cameron		July 20, 1904	$ 700 00
M. Hache		Dec. 31, 1907	500 00
B. Chevrier		July 20, 1904	900 00
L. J. Lewis		May 7, 1904	750 00
			$ 2,850 00

MESSENGERS.

T. Chandler	Chief Messenger and Court Usher	May 7, 1904	$ 800 00
J. Dionne		May 27, 1907	500 00
T. D. Latour		Dec. 31, 1907	500 00
			$ 1,800 00

CAR ACADIA.

G. Taylor	Cook		$ 720 00

APPROPRIATIONS, EXPENDITURES AND RESOURCES.

Appropriations.		Expenditure during 12 months from Apr. 1, 1907	Unexpended Balance.
Amount allowed by Statute for salaries of Members of Commission	$30,000.00	$ 28,166.63	$ 1,833.37
Amount voted by Parliament for Maintenance and Operation of the Board	90,000.00	86,504.79	3,495.21
Amount voted by Parliament to pay expenses in connection with refereuce to cases before Railway Commission	10,000.00	9,007.80	992.20

Certified correct,

EUG. A. PRIMEAU,
Registrar and Accountant.

OTTAWA, June 1, 1908.

APPENDIX B.

OTTAWA, May 29, 1908.

SIR,—I have the honour to submit the report of the traffic department of the Railway Commission to March 31, 1908.

Subjoined is a statement of the freight, passenger, express and telephone schedules filed with the board between November 1, 1904, when, by order of the board, under the authority of section 311 of the Railway Act, 1903, the railway companies commenced filing their tariffs, and March 31, 1908, and from April 1, 1907, to March 31, 1908, inclusive:—

GRAND TOTAL OF ALL SCHEDULES RECEIVED FROM NOVEMBER 1, 1904, TO AND INCLUDING MARCH 31, 1908.

Freight :—			
Local tariffs	2,366		
supplements	2,956		
		5,322	
Joint tariffs	4,083		
supplements	8,725		
		12,808	
International tariffs	16,535		
supplements	38,669		
		55,204	
			73,334
Passenger :—			
Local tariffs	1,792		
supplements	941		
		2,733	
Joint tariffs	835		
supplements	592		
		1,427	
International tariffs	3,732		
supplements	2,373		
		6,105	
			10,265
Express :—			
Local tariffs	1,668		
supplements	3,856		
		5,524	
Joint tariffs	697		
supplements	1,296		
		1,993	
International tariffs	1,432		
supplements	269		
		1,701	
			9,218
Telephone :—			
Local tariffs	655		
supplements	372		
		1,027	
Long distance tariffs	1,086		
supplements	364		
		1,450	
International tariffs	300		
supplements	871		
		1,171	
			3,648
Combined totals, all schedules			$ 96,465

TARIFFS AND SUPPLEMENTS RECEIVED FROM APRIL 1, 1907, TO AND INCLUDING MARCH 31, 1908.

Freight:—			
Local tariffs	606		
supplements	834		
		1,440	
Joint tariffs	1,216		
supplements	2,887		
		4,103	
International tariffs	4,139		
supplements	12,572		
		16,711	
			22,254
Passenger:—			
Local tariffs	641		
supplements	410		
		1,051	
Joint tariffs	292		
supplements	339		
		631	
International tariffs	1,079		
supplements	1,067		
		2,146	
			3,828
Express:—			
Local tariffs	1,668		
supplements	3,856		
		5,524	
Joint tariffs	697		
supplements	1,296		
		1,993	
International tariffs	1,432		
supplements	269		
		1,701	
			9,218
Telephone:—			
Local tariffs	655		
supplements	372		
		1,027	
Long distance tariffs	1,086		
supplements	364		
		1,450	
International tariffs	300		
supplements	871		
		1,171	
			3,648
Combined totals, all schedules			38,948

The following are the more important orders and regulations relating to traffic issued by the board to March 31, 1908, viz.:—

March 9, 1904.—Order permitting railway companies to continue their reduced fares to clergyman; also to students of universities, colleges and schools, to and from their homes.

June 28, 1904.—Reduction ordered in the rates on oiled clothing, in carloads, from Toronto to Halifax, Winnipeg and Calgary.

July 16, 1904.—Canadian Freight Classification No. 12, with supplement No. 1 and ruling circular No. 1, approved.

July 30, 1904.—Order reducing rates on cooperage stock in carloads.

July 30, 1904.—Railway companies ordered to cease charging prohibitive rates on cedar lumber, ties, &c., and to substitute tolls which shall not discriminate between cedar and other woods; also to amend the Canadian Freight Classification by including rails, fence posts, telegraph poles, and ties with other forest products, instead of carrying these commodities as formerly by 'special contract' only.

July 30, 1904.—Railway companies directed to reduce their rates on glass bottles, in carloads, from Wallaceburg, Ont., to Toronto, Hamilton, Berlin, London and Montreal.

October 3, 1904.—Order regarding special rates on material and machinery for new industries. Companies directed to report applications to the board, which will deal with each on its merits.

October 3, 1904.—Application of Grand Trunk Railway Company for permission to charge a less rate on coal to Cobourg, Ont., for manufacturing purposes than charged to ordinary consumers and dealers declined.

October, , 1904.—Reduction ordered in the rates on coal from the Niagara and Detroit frontiers to Almonte, Ont.

October 10, 1904.—Application of the United Factories for a special rate on logs, Penetanguishene to Newmarket, Ont., declined.

October 10, 1904.—Order revising and reducing the classification of fruit and prescribing a maximum charge for icing fruit cars in transit.

October 10, 1904.—Order reducing rates on split peas, for export, to the same basis as flour, for export.

October 31, 1904.—Railway companies directed to desist from charging higher rates on cedar lumber from the mills in British Columbia than charged on pine, fir and spruce.

December, 29, 1904.—Disallowance of certain advanced freight tariffs on grain products from Ontario to the Maritime Provinces, which had been issued without legal notice. Companies directed to make restitution to shippers.

February 9, 1905.—Conditions prescribed under which railway companies may make and report to the board special rates in certain cases, under section 275 of the Railway Act, 1903.

February 9, 1905.—Order prescribing under what circumstances the board will receive telegraphic notices of proposed changes in freight rates under emergency conditions.

February 9, 1905.—Canadian Northern Railway Company authorized to carry material and machinery for new industrial works at Fort Frances, Ont., at reduced rates.

March 6, 1905.—Lower rates ordered on cattle from Ontario points to Montreal, St. John, West St. John and Portland, for export, so as to bring them more into harmony with those paid by United States shippers.

April 15, 1905.—Railway companies ordered to discontinue charging higher rates on grain between local points in Ontario and Quebec than charged on flour and other grain products between the same points.

June 2, 1905.—Preferential coal rates from Port Stanley and Rondeau, Ont., ordered discontinued.

July 5, 1905.—Restoration ordered of rates formerly charged on metallic shingles, the increase of which had checked shipments.

July 13, 1905.—Cartage and other allowances by railway companies to shippers to offset disadvantages of location ordered discontinued, unless published in the companies' tariffs.

July 25, 1905.—Grand Trunk Railway Company ordered to provide reasonable and proper facilities for the interchange of traffic at London, Ont., and its tolls prescribed for switching traffic to and from the Canadian Pacific Railway.

July 25, 1905.—Reduction ordered in rates from Ontario on all freight traffic to Montreal, Quebec, and the Atlantic seaboard for export.

September 5, 1905.—Railway companies required to place their rates on coal from frontier ports of entry, and lake ports, to interior points in Ontario on an equal mileage basis.

————, 1905.—Equalization of freight rates ordered to points between North Bay and Sault Ste. Marie, Ont., as between Toronto and Collingwood shippers.

September 19, 1905.—Order reducing rate charged at New Westminster, B.C., for switching grain to the distillery at Sapperton, and prescribing switching tolls within the New Westminster terminals.

October 14, 1905.—Reduced rates prescribed on stone from Manitoba quarries to Winnipeg.

October 14, 1905.—Reduced rates prescribed on stone from Manitoba quarries to ordered to interchange carload freight without transhipment at Winnipeg and St. Boniface, Man., for shipment from, or delivery at, those points.

October 31, 1905.—Reduced rates ordered on beans, in carloads, from shipping points in Ontario.

November 15, 1905.—Provision made for the fair distribution of empty cars at Lake Huron and Georgian Bay ports for the movement of Northwest grain during car shortage.

November 28, 1905.—Interchange facilities ordered at Lindsay, Ont., between the Grand Trunk and Canadian Pacific Railways, and tolls prescribed for switching local traffic.

December 14, 1905.—Reduced rates prescribed on extra-compressed hay and fodder, in carloads, from Grand Trunk and Canadian Pacific Railway stations in Quebec to Atlantic ports north of and including Boston, for export.

December 14, 1905.—Ordered that rates on grain and grain products, in carloads, from points west of Montreal to and including Cornwall and Finch, Ont., and south of the St. Lawrence in the counties of St. Johns, Laprairie and Napierville, Chateauguay and Huntingdon, to points east of Lévis, Que., shall not exceed the rates from Montreal to the same points by more than 2 cents per 100 lbs., nor by more than the differences existing at date of order.

January 6, 1906.—New car service or 'demurrage' rules, more favourable to the public than the old, promulgated by the board for use on all railways subject to its jurisdiction.

February 14, 1906.—Order reducing the rate charged by the Red Mountain Railway Company for switching ore at Rossland, B.C., for the Trail smelter.

February 14, 1906.—Reduction ordered in the rate on grain, in carloads, from the Canadian Pacific Railway's elevator at Owen Sound to unloading sidings within the company's terminals at the same place.

February 19, 1906.—Canadian Northern Railway Company directed to replace the siding to Messrs. Robinson & Son's coal and wood yard at Winnipeg, which had been removed.

March 24, 1906.—Reduced minimum carload weights prescribed for freight loaded in box cars longer than the standard length of 36 feet 6 inches.

March 24, 1906.—Additions ordered to the articles which may be shipped in mixed carloads at carload rates.

March 24, 1906.—Reductions in minimum chargeable weight for light and bulky articles requiring platform cars for carriage.

May 21, 1906.—Promulgation of additional regulations relating to the publication and filing of freight and passenger tariffs.

June 6, 1906.—The minimum carload weight of charcoal authorized by the Canadian Freight Classification not to be exceeded in commodity tariffs. Revision of commodity rates from Sault Ste. Marie ordered accordingly.

June 29, 1906.—Reduced rates ordered on packing-house products, in carloads, from packing points in Ontario to Montreal, for export.

July 18, 1906.—Tolls prescribed to be charged by the Canadian Pacific Railway Company for switching traffic interchanged with the Grand Trunk Railway Company for loading or unloading at London, Ont.

July 19, 1906.—Authority granted the Dominion Atlantic Railway Company to charge the express rate on fresh fish on special freight trains making express time, Halifax to Yarmouth, N.S., for export to Boston, when so consigned, and in quantities beyond the handling capacity of the express company.

July 31, 1906.—Renewal of the Montreal to Toronto westbound rate ordered on wall paper from Toronto to Montreal and Ottawa, and as the maximum to intermediate points, with corresponding reductions to points east of Montreal.

August 1, 1906.—Order, supplementing order of July 30, 1904, requiring the carriage of railway ties to Canadian points at rates not exceeding the non-competitive special tariff rates on common lumber; also to United States joint rate points. Order of July 30, 1904, against the Kingston and Pembroke Railway Company made applicable to all railway companies.

August 11, 1906.—Railway companies ordered to abolish the additional arbitrary rate of 5 cents per 100 lbs. hitherto charged to British Columbia coast points on transcontinental traffic from eastern Canada; also to substitute the minimum carload weights of the Canadian Freight Classification for the higher minima previously charged on the said traffic when loaded in cars longer than the standard car of 36 feet 6 inches; also to reduce the weight allowance on lumber used for bracing, or otherwise safeguarding carload shipments of the said transcontinental traffic requiring such protection, to the basis allowed elsewhere in Canada.

October 13, 1906.—Supplement No. 7 to Canadian Freight Classification No. 12 approved.

October 13, 1906.—Nelson and Fort Sheppard and Canadian Pacific Railway Companies ordered to furnish adequate and suitable accommodation and facilities for the carriage and interchange of lumber, shingles, &c., from Salmo and Ymir, B.C., to eastern Canadian points.

November 9, 1906.—Rates reduced and prescribed on freight traffic to rail points and lake ports of call in the districts of Kootenay and Yale, B.C.

November 12, 1906.—Supplement No. 8 to Canadian Freight Classification No. 12 approved.

November 13, 1906.—Express companies' forms of contract temporarily approved, pending enquiry.

November 16, 1906.—Order, amending order of February 14, 1906, regarding switching tolls to be charged by the Red Mountain Railway Company at Rossland, B.C.

November 19, 1906.—Promulgation of regulations relating to the publication and filing of express tariffs.

November 19, 1906.—Grand Trunk and Canadian Pacific Railway Companies authorized, under certain conditions, to refund to exporters of cheese the tolls collected for cartage to the Montreal wharfs during the season of navigation, 1906, on joint application of the said railway companies and exporters.

December 16, 1906.—Promulgation of regulations relating to the publication and filing of tariffs of telephone tolls.

February 15, 1907.—Grand Trunk and Canadian Pacific Railway Companies authorized, under certain conditions, to refund to exporters of cheese the tolls collected for cartage to the Montreal wharfs during the season of navigation, 1906, on joint application of the said railway companies and exporterers.

March 13, 1907.—Reduced rate prescribed on logs, in carloads, from Brule Lake, Ont., to Renfrew, Ont.

March 18, 1907.—Canadian Pacific and Grand Trunk Railway Companies ordered to reduce their passenger rates on all their lines in Canada, east of and including the line of the Calgary and Edmonton Railway Company, to a maximum basis of 3 cents per mile.

April 11, 1907.—Approval of supplement No. 8 to Canadian Freight Classification No. 12.

April 12, 1907.—Telephone companies directed to file particulars of any free service or tolls lower than the published tariff tolls allowed by the Board granted by them; also particulars of cases in which the service of the companies is given wholly or partly for considerations other than monetary payments.

April 24, 1907.—Extending the time fixed in order of December 18, 1906, to July 1, 1907, for the filing and approval of tariffs of express tolls.

May 22, 1907.—Granting leave to the St. John Ice Company to institute legal proceedings against the New Brunswick Southern Railway Company for permitting

W. E. Scully to obtain lower rates of transportation than authorized or in force, and for transporting ice at less than the published toll, in violation of the Railway Act.

May 23, 1907.—Further extending time for the filing and approval of express companies' tariffs until August 1, 1907.

May 23, 1907.—Time fixed by order of November 13, 1906, extended to August 1, 1907, authorizing the use of contracts, conditions, by-laws and regulations of express companies.

May 30, 1907.—Authorizing the Canadian Pacific Railway to grant reduced rate from British Columbia points to Montreal and return to members of Bisley team.

June 4, 1907.—Authorizing the Niagara, St. Catharines and Toronto Railway Company to reissue its standard freight tariff with such additional mileages as are required to cover extensions to Welland and Niagara-on-the-Lake, and dismissing application of the company to conform to the Canadian Freight Mileage Tariff by advancing certain of the rates previously in force on the older lines.

June 7, 1907.—Extending the time for the approval of the Bell Telephone Company's tariffs of tolls until August 13, 1908.

June 11, 1907.—Additional extension of time for approval of tariffs of express companies to November 1, 1907, authorized.

June 22, 1907.—Approving form of general certificate of concurrence by express companies in Canada in joint tariffs of international express freight rates from points in the United States.

June 25, 1907.—Directing the Grand Trunk Railway Company to furnish cars and all proper facilities for receiving, loading and transporting import traffic received over the wharfs at Montreal, irrespective of cartage companies through whom the traffic is ordered.

June 29, 1907.—Approving Canadian Freight Classification No. 13. (See Appendix .)

July 2, 1907.—Ordering that the rate on imported iron and steel, in carloads, from Montreal harbour to Simplex Railway Appliance Company at Blue Bonnets be 2½ cents per 100 lbs., including the service of checking the goods from the carter to the car.

July 3, 1907.—Approving Supplement No. 9 to Canadian Freight Classification No. 12.

July 4, 1907.—Requiring railway companies to furnish the board with certain information regarding junction points and joint tariffs, preparatory to the consideration of joint tariffs generally.

July 5, 1907.—The Grand Trunk Railway Company ordered to issue third-class tickets at 2 cents per mile, and to run third-class carriages daily between Toronto and Montreal.

July 6, September 23, November 13, 1907.—International rate order. The Grand Trunk, Canadian Pacific, Michigan Central, Pere Marquette, Wabash, Toronto, Hamilton and Buffalo, and the Canadian Northern Ontario Railway Companies ordered to revise and republish their special local class freight tariffs (known as 'town tariffs') in the territory east of and including North Bay, and east of the Georgian bay, Lake Huron and the St. Clair and Detroit rivers, and south of the Ottawa river, on a uniform and modified mileage scale prescribed by the board; also to revise and republish their through freight rates from central and western Ontario to eastern Canadian points, the maximum rates from Canadian points on the Detroit and St. Clair river frontier to all points east to the Atlantic and north to the Ottawa river, not to exceed the rates on international traffic from Detroit and Port Huron to the same points; the revised rates to become effective not later than January 1, 1908. (See Appendix .)

July 6, 1907.—Requiring the railway companies to furnish to the board various particulars relating to their traffic operations, not covered by section 375 of the Railway Act.

July 17, 1907.—Authorizing the Canadian Pacific Railway Company to provide rates to British Columbia coast terminals on grain and mill stuffs, for export to Asia, by the issue of special rate notices.

July 26, 1907.—Standard passenger rate of Alberta Railway and Irrigation Company reduced to 4 cents per mile. Company also required to furnish return tickets for transportation of passengers at one and two-third times single fare.

August 6, 1907.—Vancouver, Westminster and Yukon Railway Company and the Canadian Pacific Railway Company ordered to furnish adequate and suitable accommodation and facilities for the carriage of traffic from points on the V. W. and Y. Ry., to points on the Canadian Pacific Railway.

August 6, 1907.—Crow's Nest Southern Railway Company and the Canadian Pacific Railway Company ordered to furnish adequate and suitable accommodation and facilities for the carriage of traffic from points on the Crow's Nest Southern to points on the Canadian Pacific Railway.

November 1, 1907.—Extending to March 1, 1908, the time for filing and approval of the Bell Telephone Company's tariffs of tolls.

November 1, 1907.—Further extension of time to May 1, 1908, authorizing the use of existing contracts, conditions, by-laws and regulations of express companies.

November 1, 1907.—Extending the time for the filing and approval of the tariffs of tolls of the express companies to March 1, 1908.

November 1, 1907.—Extending the time for the filing and approval of the North American Telegraph Company's tariffs of tolls to March 1, 1908.

November 4, 1907.—The Grand Trunk Railway Company ordered to reduce its rates from Rouse's Point, N.Y., to Coteau Junction and St. Polycarpe, P.Q., to 80 cents per gross ton on anthracite and 70 cents on bituminous coal.

November 21, 1907.—Requiring the Grand Trunk Railway Company to change its tariff C.R.C. No. E 425 so that the tolls to be charged upon the class of paper covered by said tariff from Merritton, St. Catharines and Thorold to Montreal shall not be greater than the rates published therein from Brantford to Montreal.

November 22, 1907.—Temporarily approving the bills of lading, contracts, &c., of the National and American Express Companies until March 1, 1908.

November 22, 1907.—Temporarily approving the bills of lading, contracts, &c., of the United States and Great Northern Express Companies until March 1, 1908.

December 10, December 28, 1907; January 15, January 30, 1908.—Orders relating to arrangements for proper connections for passenger and mail traffic at Brockville, to be furnished by the Grand Trunk and Canadian Pacific Companies.

December 17, 1907.—Temporarily approving the Pacific Express Company's contract forms until March 1, 1908.

December 19, 1907.—Approving certain traffic forms of the Maritime Express Company until March 1, 1908.

December 19, 1907.—Approving forms of contract of the transportation of live stock of the Nelson and Fort Sheppard, Vancouver, Victoria and Eastern and the Red Mountain Railways.

January 30, 1908.—Authorizing the Chairman of the Official Western and Southern Classification Committees to file with the Board copies of their freight classifications and supplements on behalf of United States railway companies which file international freight tariffs governed by these classifications.

February 26, 1908.—Extending till June 1, 1908, the time within which the North American Telegraph Company shall file and receive approval of its tariffs of tolls.

February 26, 1908.—Extending till June 1, 1908, the time within which the Bell Telephone Company shall file and receive approval of its tariffs of tolls.

February 26, 1908.—Extending till June 1, 1908, the time within which express companies in Canada shall file and receive approval of their tariffs.

Certain standard freight tariffs of the undermentioned companies have been approved by the Board in accordance with section 327, the Railway Act, as follows:—

June 21, 1906.....Tillsonburg, Lake Erie & Pacific Ry.
August 26, 1906.....
November 19, 1906.....Klondike Mines Ry.
October 3, 1906.....Chatham, Wallaceburg & Lake Erie Ry.
December 5, 1906.....Brandon, Saskatchewan & Hudson Bay Ry.
December 26, 1906.....Canadian Pacific Ry., Nicola Branch.
February 4, 1907.....Vancouver & Lulu Island Ry.,(operated by the British Columbia Electric Ry. as Agents for the Canadian Pacific Ry.)
April 11, 1907.....St. Maurice Valley Ry.
April 19, 1907.....Qu'Appelle, Long Lake & Saskatchewan Railroad & Steamboat Company.
May 21, 1907.....Canadian Northern Quebec Ry.
September 5, 1907.....Alberta Railway & Irrigation Co.
October 4, 1907.....Windsor, Essex & Lake Shore Rapid Ry.
October 4, 1907.....
October 11, 1907.....
December 24, 1907.....Grand Trunk Pacific Ry., between Portage LaPrairie and Rae.
January 30, 1908.....
August 26, 1906.....
November 19, 1906.....Klondike Mines Ry.
September 17, 1906.....Canadian Northern Ry., Thunderhill Branch.
November 22, 1906.....Canadian Pacific Ry., new lines in Western Canada.
November 27, 1906.....Canadian Pacific Ry., Guelph & Goderich Branch.
November 29, 1906.....Vancouver, Victoria & Eastern Ry.
December 5, 1906.....Canadian Northern Ontario Ry.
December 5, 1906.....Brandon, Saskatchewan & Hudson Bay Ry.
December 19, 1906.....Canadian Pacific Ry., Lacombe & Wetaskiwin Branches.
December 26, 1906.....Canadian Pacific Ry., Nicola Branch.
January 9, 1907.....Canadian Northern Ry., Ridgeville Section.
January 9, 1907.....Qu'Appelle, Long Lake & Saskatchewan Railroad & Steamboat Company.
January 9, 1907.....Canadian Northern Ry., Morinville Branch & Stony Plains Section.
February 8, 1907.....Canadian Pacific Ry., between Curzon Jct. & Kingsgate, B.C.
February 14, 1907.....Bedlington & Nelson Ry.
April 26, 1907.....Grand Trunk Ry.
May 25, 1907.....St. Maurice Valley Ry.
June 20, 1907.....Brandon, Saskatchewan & Hudson Bay Ry., Bedlington & Nelson Ry., Nelson & Fort Sheppard Ry., Red Mountain Ry., Vancouver, Victoria & Eastern Ry. & Navigation Co.
August 27, 1907.....Central Vermont Railway.
October 4 1907.....Windsor, Essex & Lake Shore Rapid Ry.
October 4, 1907.....Bay of Quinte Ry.
October 4, 1907.....Canadian Pacific Ry., between various points in Manitoba and Saskatchewan.
November 19, 1907.....Canadian Pacific Ry., between Nokomis and Lanigan, Sask.
November 22, 1907.....Central Ontario Railway.
December 12, 1907.....Michigan Central R.R.
January 9, 1908.....Wabash R. R.
February 1, 1906.....Kingston & Pembroke Ry.
February 18, 1908.....Canadian Northern Ry.
March 6, 1908.....Ottawa Electric Ry. Co.

I have the honour to be, sir,
Your obedient servant,
(Sgd.) J. HARDWELL,
Chief Traffic Officer.

A. D. CARTWRIGHT, Esq., ...
Secretary, Board of Railway Commissioners for Canada.
Ottawa.

APPENDIX C.

LIST OF APPLICATIONS HEARD AT PUBLIC SITTINGS OF THE BOARD COVERING THE PERIOD FROM APRIL 1, 1907, TO MARCH 31, 1908.

569. Application of the Vancouver, Westminster and Yukon Railway Company, under section 223 of the Railway Act, for authority to construct a branch line from a point 'A,' on the main line in the city of Vancouver, south of False Creek drawbridge, to a point 'B' on the company's property, near Clark's Drive, as shown on the plan filed with the board.

570. Application of the Vancouver, Westminster and Yukon Railway Company, under section 223 of the Railway Act, for authority to construct a branch line from a point marked 'A,' across the south shore of False Creek, east of Westminster avenue, in the city of Vancouver, to a point marked 'B,' on Burrard Inlet.

571. Application of the Vancouver, Westminster and Yukon Railway Company, under section 223 of the Railway Act, for authority to construct a branch line from False Creek to Burrard Inlet, in the city of Vancouver.

572. Application of the Vancouver, Westminster and Yukon Railway Company, under section 175 of the Railway Act, 1903, for authority to construct a branch line in the city of Vancouver from a point 'A,' on the main line, north of False Creek drawbridge, to a point 'B.'

573. Application of the Vancouver, Westminster and Yukon Railway Company, under section 237 of the Railway Act, for approval of crossing by branch line from a point on the main line, False Creek to Burrard Inlet, in the city of Vancouver, over Venables street, in the city of Vancouver.

574. Application of the Vancouver, Westminster and Yukon Railway Company, under section 237 of the Railway Act, for approval of crossing by branch line from a point on the main line, False Creek to Burrard Inlet, in the city of Vancouver, over Princess street.

575. Application of the Vancouver, Westminster and Yukon Railway Company, under section 237 of the Railway Act, for approval of crossing by branch line from a point on the main line, False Creek to Burrard Inlet, over Cordova street, in the city of Vancouver.

576. Application of the Vancouver, Westminster and Yukon Railway Company, under section 237 of the Railway Act, for approval of crossing by branch line from a point on the main line, False Creek to Burrard Inlet, over Parker street, in the city of Vancouver.

577. Application of the Vancouver, Westminster and Yukon Railway Company, under section 237 of the Railway Act, for approval of crossing by branch line from a point on the main line, False Creek to Burrard Inlet, over Powell street, in the city of Vancouver.

578. Application of the Vancouver, Westminster and Yukon Railway Company, under section 237 of the Railway Act, for approval of crossing by branch line from a point on the main line, False Creek to Burrard Inlet, over Burns street, in the city of Vancouver.

579. Application of the Vancouver, Westminster and Yukon Railway Company, under section 237 of the Railway Act, for approval of crossing by branch line from a point on the main line, False Creek to Burrard Inlet, over Napier street, in the city of Vancouver.

580. Application of the Vancouver, Westminster and Yukon Railway Company, under section 237 of the Railway Act, for approval of crossing by branch line from a point on the main line, False Creek to Burrard Inlet, over Hastings street, in the city of Vancouver.

581. Application of the Vancouver, Westminster and Yukon Railway Company, under section 237 of the Railway Act, for approval of crossing by branch line from a point on the main line, False Creek to Burrard Inlet, over Boundary avenue, in the city of Vancouver.

582. Application of the Vancouver, Westminster and Yukon Railway Company, under section 237 of the Railway Act, for approval of crossing by branch line from a point on the main line, False Creek to Burrard Inlet, over Caroline street, in the city of Vancouver.

583. Application of the Vancouver, Westminster and Yukon Railway Company, under section 237 of the Railway Act, for approval of crossing by branch line from a point on the main line, False Creek to Burrard Inlet, over Charles street, in the city of Vancouver.

584. Application of the Vancouver, Westminster and Yukon Railway Company, under section 237 of the Railway Act, for approval of crossing by branch line from a point on the main line, False Creek to Burrard Inlet, over Scott street, in the city of Vancouver.

585. Application of the Vancouver, Westminster and Yukon Railway Company, under section 237 of the Railway Act, for approval of crossing by branch line from a point on the main line, False Creek to Burrard Inlet, over Harris street, in the city of Vancouver.

586. Application of the Vancouver, Westminster and Yukon Railway Company, under section 237 of the Railway Act, for approval of crossing by branch line from a point on the main line, False Creek to Burrard Inlet, over Barnard street, in the city of Vancouver.

587. Application of the Vancouver, Westminster and Yukon Railway Company, under section 237 of the Railway Act, for approval of crossing by branch line from a point on the main line, False Creek to Burrard Inlet, over Keefer street, in the city of Vancouver.

588. Application of the Vancouver, Westminster and Yukon Railway Company, under section 237 of the Railway Act, for approval of crossing by branch line from a point on the main line, False Creek to Burrard Inlet, over Raymur avenue, in the city of Vancouver.

589. Application of the Vancouver, Westminster and Yukon Railway Company, under section 237 of the Railway Act, for approval of crossing by branch line from a point on its main line, False Creek to Burrard Inlet, over the lane between Keefer and Princess streets, Vancouver.

590. Application of the Vancouver, Westminster and Yukon Railway Company, under section 237 of the Railway Act, for approval of crossing by branch line from a point on its main line, False Creek to Burrard Inlet, over the lane between Napier and Parker streets, Vancouver.

591. Application of the Vancouver, Westminster and Yukon Railway Company, under section 237 of the Railway Act, for authority to cross with its branch line from a point on its main line, False Creek to Burrard Inlet, over the lane between Hastings and Princess streets, Vancouver.

592. Application of the Vancouver, Westminster and Yukon Railway Company, under section 237 of the Railway Act, for authority to construct its branch line from a point on its main line, False Creek to Burrard Inlet, over the lane between Harris and Keefer streets, Vancouver.

592. Application of the Vancouver, Westminster and Yukon Railway Company, under section 237 of the Railway Act, for authority to construct its branch line from

a point on its main line, False Creek to Burrard Inlet, over the lane between Harris and Barnard streets, Vancouver.

594. Application of the Vancouver, Westminster and Yukon Railway Company, under section 227 of the Railway Act, for authority to cross by branch line from a point on its main line, False Creek to Burrard Inlet, Vancouver, over the track of the Canadian Pacific Railway Company.

595. Application of the Vancouver, Westminster and Yukon Railway Company, under section 227 of the Railway Act, for authority to cross by branch line from a point on its main line, False Creek to Burrard Inlet, in the city of Vancouver, over the track of the British Columbia Electric Railway Company, Limited, on Powell street, Vancouver.

596. Application of the Vancouver, Westminster and Yukon Railway Company, under section 227 of the Railway Act, for authority to cross by branch line from a point on its main line, from False Creek to Burrard Inlet, over the track of the British Columbia Electric Railway Company, Limited, on Harris street, Vancouver.

597. Application of the Vancouver, Westminster and Yukon Railway Company, under section 227 of the Railway Act, for authority to cross by branch line from a point on its main line, from False Creek to Burrard Inlet, Vancouver, over the track of the British Columbia Electric Railway Columbia, Limited, on Venables street, Vancouver.

598. Application of the Vancouver, Westminster and Yukon Railway Company, under section 237 of the Railway Act, for authority to cross by branch line which commences at a point 'A' on its main line, in Vancouver, south of False Creek drawbridge, and running to a point 'B' on its property near Clear drive, over Westminster avenue, Vancouver.

599. Application of the Vancouver, Westminster and Yukon Railway Company, under section 227 of the Railway Act, for authority to cross by branch line from a point on its main line, south of False Creek drawbridge, over the track of the British Columbia Electric Railway Company, Limited, at Westminster avenue, in the city of Vancouver.

600. Application of the Vancouver, Westminister and Yukon Railway Company, under section 237 of the Railway Act, for authority to cross by branch line, which commences at a point 'A' on another proposed branch line across the south shore of False Creek, east of Westminster avenue, and running to a point 'B' on Burrard Inlet, over Harris street, in the city of Vancouver.

601. Application of the Vancouver, Westminster and Yukon Railway Company, under section 237 of the Railway Act, for authority to cross by branch line, which commences from a point 'A' on another proposed branch line across the south shore of False Creek, east of Westminster avenue, and running to a point 'B' on Burrard Inlet, over Powell street in the city of Vancouver.

602. Application of the Vancouver, Westminster and Yukon Railway Company, under section 237 of the Railway Act, for authority to cross by branch line, which commences at a point 'A' on another proposed branch line across the south shore of False Creek, east of Westminster avenue, and running to a point 'B' on Burrard Inlet over Boundary avenue, Vancouver.

603. Application o fthe Vancouver, Westminster and Yukon Railway Company, under section 237 of the Railway Act, for authority to cross by branch line, which commences at a point 'A' on another proposed branch line across the south shore of False Creek, east of Westminster avenue, and running to a point 'B' on Burrard Inlet over Hastings street, Vancouver.

604. Application of the Vancouver, Westminster and Yukon Railway Company, under section 237 of the Railway Act, for authority to cross by branch line, which commences at a point 'A' on another proposed branch line across the south shore of False Creek, east of Westminster avenue, and running to a point 'B' on Burrard Inlet, over Hastings street, Vancouver.

605. Application of the Vancouver, Westminster and Yukon Railway Company, under section 237 of the Railway Act, for authority to cross by branch line, which commence at a point 'A' on another proposed branch line across the south shore of False Creek, east of Westminster avenue, and running to a point 'B' on Burrard Inlet, over Barnard street, Vancouver.

606. Application of the Vancouver, Westminster and Yukon Railway Company, under section 237 of the Railway Act, for authority to cross by branch line, which commences at a point 'A' on another proposed branch line across the south shore of False Creek, east of Westminster avenue, over Princess street, Vancouver.

607. Application of the Vancouver, Westminster and Yukon Railway Company, under section 237 of the Railway Act, for authority to cross by branch line over another branch line which it is proposed to construct on the south shore of False Creek, east of Westminster avenue, over Venables street, Vancouver.

608. Application of the Vancouver, Westminster and Yukon Railway Company, under section 237 of the Railway Act, for authority to cross by branch line, which commence at a point 'A' on another proposed branch line across the south shore of False Creek, east of Westminster avenue, to a point 'B' on Burrard Inlet, over Parker street, Vancouver.

609. Application of the Vancouver, Westminster and Yukon Railway Company, under section 237 of the Railway Act, for authority to cross by branch line, which commences at a point 'A' on another proposed branch line across the south shore of False Creek, to a point 'B' on Burrard Inlet, over Napier street, Vancouver.

610. Application of the Vancouver, Westminster and Yukon Railway Company, under section 237 of the Railway Act, for authority to cross by branch line, which commences at a point 'A' on another proposed branch line across the south shore of False Creek, east of Westminster avenue, and running to a point 'B' on Burrard Inlet, over Keefer street, Vancouver.

611. Application of the Vancouver, Westminster and Yukon Railway Company, under section 237 of the Railway Act, for authority to cross by branch line, which commences at a point 'A' on another proposed branch line on the south shore of False Creek, running to a point 'B' on Burrard Inlet, over Raymur avenue, Vancouver

612. Application of the Vancouver, Westminster and Yukon Railway Company, under section 237 of the Railway Act, for authority to cross by branch line, which commences at a point 'A' on another proposed branch line, across the south shore of False Creek, east of Westminster avenue, and running to a point 'B' on Burrard Inlet, over the lane between Keefer and Princess streets, Vancouver.

613. Application of the Vancouver, Westminster and Yukon Railway Company under section 237 of the Railway Act, for authority to cross by branch line, which commence at a point 'A' on another proposed branch line across the south shore of False Creek, east of Westminster avenue, and running to a point 'B' on Burrard Inlet, over the lane between Harris and Barnard streets, Vancouver.

614. Application of the Vancouver, Westminster and Yukon Railway Company, under section 237 of the Railway Act, for authority to cross by branch line, which commences at a point 'A' on another proposed branch line across the south shore of False Creek, east of Westminster avenue, over the lane between William and Napier streets, Vancouver.

615. Application of the Vancouver, Westminster and Yukon Railway Company, under section 237 of the Railway Act, for authority to cross by branch line, which commences at a point 'A' on another proposed branch line across the south shore of False Creek, east of Westminster avenue, to a point 'B' on Burrard Inlet, over the lane between Parker and Napier streets, Vancouver.

616. Application of the Vancouver, Westminster and Yukon Railway Company, under section 237 of the Railway Act, for authority to cross by branch line, which commences at a point 'A' on another proposed branch line across the south shore of False Creek, east of Westminster avenue, to a point 'B' on Burrard Inlet, over the lane between Hastings and Princess streets, Vancouver.

617. Application of the Vancouver, Westminster and Yukon Railway Company, under section 237 of the Railway Act, for authority to cross by branch line, which commences at a point 'A' on another proposed branch line across the south shore of False Creek, east of Westminster avenue, and running to a point 'B' on Burrard Inlet, over the lane between Hastings and Cordova streets, Vancouver.

618. Application of the Vancouver, Westminster and Yukon Railway Company, under section 237 of the Railway Act, for authority to cross by branch line, which commences at a point 'A' on another proposed branch line across the south shore False Creek, east of Westminster avenue, and running to a point 'B' on Burrard Inlet, over the lane between Harris and Keefer streets, Vancouver.

619. Application of the Vancouver, Westminster and Yukon Railway Company, under section 227 of the Railway Act, for authority to cross by branch line, which commences at a point 'A' on another proposed branch line across the south shore of False Creek, in the city of Vancouver, east of Mackenzie avenue, and running to a point 'B' on Burrard Inlet, over the track of the Canadian Pacific Railway Company, Vancouver.

620. Application of the Vancouver, Westminster and Yukon Railway Company, under section 227 of the Railway Act, for authority to cross by branch line on the south shore of False Creek, east of Westminster avenue, over the track of the British Columbia Electric Railway Company, Limited, at Venables street, Vancouver.

621. Application of the Vancouver, Westminster and Yukon Railway Company, under section 227 of the Railway Act, for authority to cross by branch line, which commences at a point 'A' on another proposed branch line across the south shore of False Creek, east of Westminster avenue, to a point 'B' on Burrard Inlet, over the track of the British Columbia Electric Railway Company, Limited, at Powell street, Vancouver.

622. Application of the Vancouver, Westminster and Yukon Railway Company, under section 227 of the Railway Act, for authority to cross by branch line, which commences at a point 'A' on another proposed branch line across the south shore of False Creek, east of Westminster avenue, to a point 'B' on Burrard Inlet, over the track of the British Columbia Electric Railway Company, Limited at Harris street, Vancouver.

623. Application of the Vancouver, Westminster and Yukon Railway Company, under section 227 of the Railway Act, for authority to cross the track of the Canadian Pacific Railway Company, near Fourteenth street, in the city of New Westminster, province of British Columbia.

624. Application of the Vancouver, Westminster and Yukon Railway Company, under section 159 of the Railway Act, for an order approving of its located line from Fourteenth street to Twentieth street, in the city of New Westminster, British Columbia.

625. Application of the Vancouver, Westminster and Yukon Railway Company, under section 227 of the Railway Act, for authority to join its track with the track of the Canadian Pacific Railway Company at Tenth street, in the city of New Westminster.

626. Application of the Vancouver, Westminster and Yukon Railway Company, under section 227 of the Railway Act, for authority to cross the track of the Canadian Pacific Railway Company at Fourteenth street, in the city of New Westminster.

627. Application of the Grand Trunk Railway Company of Canada, under section 167 of the Railway Act, for an order approving and sanctioning an alteration in the grade and other changes in connection with the building of a second track of the Grand Trunk Railway Company of Canada, between Brantford station, in the city of Brantford, to a point one mile east of Alford station, Ontario.

628. Application of the Brantford and Hamilton Electric Railway Company, under section 159 of the Railway Act, for approval of its location from the village of Cainesville to Market street, in the city of Brantford, Ontario.

629. Application of the Grand Trunk Railway Company of Canada, under sections 167 and 257 of the Railway Act, for an order approving of the reconstruction and renewal of the bridge (Port Hope viaduct) immediately east of Port Hope station, Ontario.

630. Application of S. B. Carew, under section 198 of the Railway Act, 1903, for an order directing the Grand Trunk Railway Company of Canada to provide and construct a suitable farm crossing where the company's line intersects his farm on lot 15, concession 3, township of Emily, county of Victoria and province of Ontario.

631. Application of the Grand Trunk Railway Company of Canada, under section 25, subsection 4, of the Railway Act, 1903, for an order varying the order of the board dated the 4th September, 1905, with respect to protection at Kent and Lindsay streets, in the town of Lindsay, Ontario.

632. Application of the Grand Trunk Railway Company of Canada for an order respecting signalmen at crossing in Lindsay, Ontario, with the Lindsay, Bobcaygeon and Pontypool Railway (leased by the Canadian Pacific Railway); also providing for payment of the wages of such signalmen.

633. Application of the Grand Trunk Railway Company of Canada, under section 178 of the Railway Act, for authority to expropriate additional land of John Fraser, part of lot 20, concession 3, township of Tay, county of Simcoe and province of Ontario.

634. Application of the corporation of the village of Beaverton, Ontario, under section 186 of the Railway Act, 1903, for leave to construct two highways, namely, King and Victoria streets, across the Lake Simcoe spur of the Grand Trunk Railway Company of Canada at Beaverton; also for an order, under section 196 of the Railway Act, 1903, for authority to carry a six-inch tile drain pipe across, along and under the Lake Simcoe spur of the Grand Trunk Railway Company of Canada, Beaverton, upon King and between King and Victoria streets, and permanently to maintain the same in position.

635. Complaint of J. Malkin & Sons, of Sprucedale, Ontario, *re* freight rates on tan bark to Berlin and London, Ontario, from points on the line of the Grand Trunk Railway Company of Canada.

636. Application of the Canadian Pacific Railway Company, under section 186 of the Railway Act, 1903, for the approval of a diversion of St. Clair avenue and Scarlet road, in the township of York; and for the opening of one square crossing instead of two crossings now existing.

637. Application of the village of Port Colborne, Ontario, under the Railway Act, for an order granting authority to open Mitchell street, in the village of Port Colborne, across the track of the Grand Trunk Railway Company of Canada.

638. Complaint of the Fort Erie board of trade against the Grand Trunk Railway Company of Canada in regard to the closing of the company's freight and passenger depot at Fort Erie station, Amigari, Ontario.

639. Application of the municipal corporation of the township of Bertie, under section 186 of the Railway Act, 1903, for an order directing the Michigan Central Railroad Company to provide, construct and maintain its portion of a suitable level highway crossing from its rails to the rails of the Grand Trunk Railway Company at Bowen road.

640. Application of the Canadian Pacific Railway Company, as lessee of the Toronto, Grey and Bruce Railway Company, under section 186 of the Railway Act, 1903, for leave to cross the town line road and the side road in the town of Orangeville, Ontario, with certain tracks, as shown on the plan filed with the board.

641. Application of the Ontario Power Company, under section 194 of the Railway Act, 1903, for permission to carry its power wires over the track of the Grand Trunk Railway Company of Canada, one mile east of St. Catharines, Ontario.

642. Application of the Windsor and Tecumseh Electric Railway Company, under the Railway Act, for authority to cross overhead the double tracks of the Grand

Trunk Railway Company of Canada, at Sandwich street, in the town of Walkerville, Ontario.

643. Application of the Canadian Pacific Railway Company, as leessee of the Tilsonburg, Lake Erie and Pacific Railway Company, under section 175 of the Railway Act, 1903, for an order authorizing the applicant to construct maintain and operate a branch line or spur in the town of Ingersoll, across Pemberton street, Mutual street, Thames street, along Victoria street, and across Wonham street, to the premises of the Ingersoll Packing Company.

644. Application of the municipality of the village of Weston, Ontario, for an order requiring the Canadian Pacific and the Grand Trunk Railway Companies to restore a culvert at John street crossing to its natural drainage; to lower the culvert at Dufferin street; to make a public crossing at the east end of Dennison avenue, and properly to grade the street crossing of the Grand Trunk Railway.

645. Application of the Grand Trunk Railway Company of Canada, under the Railway Act, for an order defining the amount to be paid the Niagara, St. Catharines and Toronto Railway Company for wages of the watchman called for in paragraph 5 of the order of the Board dated April 5, 1904, to be placed at the crossing by branch line from the main line of the Grand Trunk at Merrittin, Ontario, to the paper and cotton mills in Merritton, of the main line of the Niagara, St. Catharines and Toronto Railway Company.

646. Application of A. J. H. Eckardt for an order to vary clause 7 of the order of the Board made on the 23rd day of November, 1905, to dispense with the giving of a notice in writing, referred to in the said paragraph, or for an order extending the time to the applicant ofr giving such notice; or for an order allowing such notice to be given *nunc pro tunc;* or for seeh another order as the Board may deem proper.

647. Application of the Toronto Suburban Railway Company, under the Railway Act, for an order restraining the Toronto and Niagara Power Company from maintaining and operating its power transmission lines and telephone lines over the track of the Toronto Suburban Railway Company at Weston road, immediately north of St. Clair avenue, in the town of Toronto Junction.

648. Application of the Toronto Suburban Railway Company, under the Railway Act, for an order restraining the Toronto and Niagara Power Company from maintaining and operating its power transmission lines and telephone lines over the track of the Toronto Suburban Railway Company at Davenport road, in the town of Toronto Junction, near the crossing of the northern division of the Grand Trunk Railway Company of Canada.

649. Application of the Toronto Suburban Railway Company, under the Railway Act, for an order restraining the Toronto and Niagara Power Company from maintaining and operating its power transmission lines and telephone lines over the track of the Toronto Suburban Railway Company at Bathurst street, in the township of York, immediately north of the Canadian Pacific Railway Company's track.

650. Application of the Toronto Suburban Railway Company for an order amending the orders of the Railway Committee of the Privy Council, dated the 22nd November, 1892, and the 10th May, 1893, by fixing the responsibility for the protection of the said crossing of the Toronto Suburban Railway Company over the lines of the Grand Trunk Railway Company of Canada and the Canadian Pacific Railway Company, upon the said companies; and reducing the amount to be paid by the Toronto Suburban Railway Company towards the construction, maintenance and protection of the said crossings as fixed by the said orders of the Railway Committee.

651. Application of the Toronto, Niagara and Western Railway Company, under section 137 of the Railway Act, 1903, for an order authorizing the company to take certain lands of the Grand Trunk Railway Company of Canada on Burlington Beach, in the township of Saltfleet, county of Wentworth, province of Ontario.

652. Application of the Toronto, Niagara and Western Railway Company, under section 137 of the Railway Act, 1903, for an order authorizing the company to take

certain lands of the Grand Trunk Railway Company of Canada on Burlington Beach, in the township of Nelson, county of Wentworth, and Province of Ontario.

653. Application of the Canadian Northern Ontario Railway Company, under section 139 of the Railway Act, 1903, for authority to take, for the convenient accommodation of the traffic on its railway, certain lands in the town of Parry Sound, Ontario.

654. Application of the Canadian Northern Ontario Railway Company, under section 175 of the Railway Act, 1903, for authority to construct a branch line from its main line, in the town of Parry Sound, to the outer harbour of Parry Sound, Ontario.

655. Application of the Canadian Pacific Railway Company, under section 177 of the Railway Act, 1903, for leave to cross with its track by an overhead bridge the track of the James Bay Railway Company's spur in the town of Parry Sound.

656. Application of the Canadian Pacific Railway Company, under section 175 of the Railway Act, 1903, for leave to construct branch lines in the town of Parry Sound, as shown on the plan filed with the Board.

657. Application of the Grand Trunk Railway Company of Canada, under section 175 of the Railway Act, 1903, for authority to construct a branch line or siding and two spurs therefrom, from a point on its line of railway at or about the foot of Fraser avenue; thence extending northerly along Mowat avenue, Toronto, to the establishment of the Toronto Carpet Company and the Malta Vita Food Company, as well as the property of the city of Toronto, on the westerly side of Mowat avenue.

658. Application of the Canadian Pacific Railway Company, under section 221 of the Railway Act, for authority to construct, maintain and operate a branch line or spur from a point on its main line in the city of Toronto, about eighty feet north-easterly from the eastern side of Beachall street, and across property belonging to the Ontario and Quebec Railway Company, to Front street, and thence easterly along the southern side of Front street for a total distance of about 5,200 feet, to the eastern side of Jarvis street, in the said city.

659. Application of the corporation of the city of Toronto, under sections 187 and 325 of the Railway Act, 1903, for an order :—

(1) Varying the order of the Board dated the 28th July, 1904, by directing the Grand Trunk Railway Company of Canada and the Canadian Pacific Railway Company to stop all trains at the crossing of Yonge street, in the said city.

(2) Compelling the said railways to regulate the shunting and the speed of trains at the crossing at the foot of Bay street, in the said city; and

(3) Compelling the said railways to protect the crossing at Dufferin street, near the exhibition grounds, and to stop all trains on either side of the street during the holding of the Industrial Exhibitin.

660. Application of the corporation of the city of Toronto, under the Railway Act, for an order compelling the Grand Trunk Railway Company of Canada to provide better protection on the level crossing known as the Sunnyside crossing of the company's track at the western end of the city of Toronto; and for the lowering of the rate of speed of trains at the said crossing.

661. Application of the Canadian Pacific Railway Company, under section 175 of the Railway Act, 1903, for authority to construct certain branch lines or spurs from points on its main line, on the Ontario and Quebec Railway, to Ashbridges Bay, in the city of Toronto.

662. Application of the Grand Trunk Railway Company of Canada, under section 237 of the Railway Act, for authority to construct a new second track from North Parkdale station to Toronto Junction, commencing at Queen street subway, near North Parkdale station, and following the west side of the main line to West Lodge avenue, where it will cross to the east side and follow the main line to Toronto Junction, which track will cross the following highways:—Brock avenue, West Lodge avenue, Lansdowne avenue, Dundas street, Bloor street, Maude street, Wallace avenue, Royce avenue, Toronto street.

663. Application of the Canadian Pacific Railway Company, under sections 222 and 229 of the Railway Act, for authority to construct certain spurs or branch lines from a point on its railway north of Toronto, on lot 26, 2nd concession, township of York, to a point or points on lot 27, in the same concession, east of Christie street, to the premises of Clark & Clark, North Toronto; also for authority to cross with the said spurs or branch lines the lands of Henry G. P. Nicholls and the proposed location thereon of the Toronto, Niagara and Western Railway Company's Railway, upon which the Toronto and Niagara Power Company have located electrical transmission wires.

664. Application of the Algoma Central and Hudson Bay Railway Company, under sections 7, 317, 333, 334 and 338 of the Railway Act, for a joint tariff with the Grand Trunk Railway Company of Canada.

665. Application of W. N. Robertson for an order, under section 26 of the Railway Act, directing the Grand Trunk Railway Company of Canada to issue third-class tickets at the rate of one penny per mile for each mile travelled, and to carry third-class passengers for one penny per mile for each mile travelled; and directing the company to provide at least one train having in it third-class carriages, which shall run every day throughout the length of its line.

666. Approval of the tariffs of telephone tolls of the Bell Telephone Company of Canada and the North American Telegraph Company, Limited, pursuant to the provisions of section 356 of the Railway Act.

667. Application of the Lake Erie and Detroit River Railway Company to vary or rescind the order of the Board dated the 20th May, 1907 (Order No. 3083), directing the installation and maintenance of an interlocking plant where the line of the Lake Erie and Detroit River Railway Company crosses the track of the Grand Trunk Railway Company of Canada, in the city of Chatham.

668. Application of the St. Mary's and Western Ontario Railway Company, under section 227 of the Railway Act, for authority to cross under the tract of the Sarnia line of the Grand Trunk Railway Company of Canada, about 540 feet west of the St. Mary's Junction, Ontario, station.

669. Application of the St. Mary's and Western Ontario Railway Company, under section 227 of the Railway Act, for authority to cross under the track of the London branch of the Grand Trunk Railway Company of Canada about 3,500 feet south of the Grand Trunk Railway station at St. Mary's, Ontario.

670. Application of the Georgian Bay and Seaboard Railway Company of Canada, under section 177 of the Railway Act, 1903, for leave to cross the track of the Medonte Tramway (operated by the Grand Trunk Railway Company of Canada), in the town of Coldwater, Ontario, township of Medonte, at mileage 11·8 of the Georgian Bay and Seaboard Railway..

671. Application of the Canadian Northern Railway Company, under section 177 of the Railway Act, 1903, for leave to place its line or track across the line or track of the Canadian Pacific Railway Company (Souris branch), in the southwest quarter of section 32, township 9, range 20, west principal meridian, near Brandon, Manitoba.

672. Application of the Ottawa Electric Railway Company, under the Railway Act, for an order requiring the corporation of the village of Hintonburg, Ontario, to bear a portion of the expense of widening the approach to the western end of Somerset street bridge, in the city of Ottawa.

673. Application of the Canada Atlantic Railway Company, for an order directing the Canadian Pacific Railway Company to pay to the applicant company a certain sum on account as partial compensation for the use by the Canadian Pacific Railway Company of the Central station at Ottawa, Ontario.

674. Application of the Sydenham Glass Company of Wallaceburg, Ontario, respecting the classification of certain glass bottles manufactured by the applicant, and the freight rates charged thereon.

675. Application of the township of the Front of Escott, in the county of Leeds and province of Ontario, under sections 235 to 242, inclusive, of the Railway Act, for an order directing the Grand Trunk Railway Company of Canada to provide and construct immediately to the east of the present crossing a suitable overhead crossing where the company's railway intersects, at different level crossings, two and one-half miles west of Mallorytown station, the main travelled highway running from the village of Rockfield, in the township of the Front of Escott, in a southerly direction, to the village of Escott, Ontario.

676. Application of the Canadian Pacific Railway Company, under sections 235 to 237 of the Railway Act, for an order granting authority to lay tracks across and otherwise use for railway purposes that portion of Anne street homologated but not opened as a public street lying between the southwest side of Halowell street and the northeast side of Park avenue, in St. Henri Ward, in the city of Montreal.

677. Application of the Brantford and Hamilton Electric Railway Company, under section 159 of the Railway Act, for approval of the location of its line on the north side of the canal, in the city of Brantford, between Murray and Market streets.

678. Application of the Niagara, St. Catharines and Toronto Railway Company, under section 159 of the Railway Act, for approval of its location in the city of Brantford.

679. Application of the Brantford and Hamilton Electric Railway Company, under sections 235 to 243 of the Railway Act, for authority to cross the Hamilton stone road, near Cainsville, Ontario.

680. Application of the Grand Valley Railway Company, under the Railway Act, for sanction of certain agreements authorizing the purchasing, leasing or amalgamating of the Brantford Street Railway Company and the Woodstock, Thames Valley and Ingersoll Electric Railway Company.

681. Application of the St. Paul Land and Hydraulic Company for an order varing and defining the order of the Board dated the 4th October, 1906, upon application of the Canadian Pacific Railway Company, for a deviation of a portion of a branch line on the south side of Lachine Canal, Quebec.

682. Application of the Canadian Northern Ontario Railway Company for an order, under section 178 of the Railway Act, granting leave to take portions of lots Nos. 23 and 24 on plan No. 64 of the town of Parry Sound, for diverting the Great North Road, in the said town, to avoid a crossing of the said road by the right of way of the said railway.

683. Application of the Napierville Junction Railway Company, under section 277 of the Railway Act, for leave to join its track with the track of the Canadian Pacific Railway Company, and to cross the track of the Canadian Pacific Railway Company at a point about one mile east of St. Constant station, on the line of the Canadian Pacific Railway.

684. Application of the Grand Trunk Pacific Railway Company, under section 123 of the Railway Act, 1903, for approval of its located line through the town of Fort William.

685. Application of the Grand Trunk Pacific Railway Company, under section 123 of the Railway Act, 1903, for approval of its location through the town of Fort William, Ont.

686. Application of the city of Fort William, Ont., to have the Canadian Northern Railway remove their depot off the main business street of Fort William, Ont.

687. Application of the Grand Trunk Pacific Railway Company, under section 123 of the Railway Act, for approval of its location from the west line of section 18, township 11, range 3, west of the first meridian, to the city of Winnipeg, in the province of Manitoba, mile 106.44 to mile 141.061.

688. In *re* representations of Winnipeg Jobbers' Association as to permanent operating officer of the Board to be located at Winnipeg, Man.

689. In *re* representations of Winnipeg Jobbers and Manitoba Grain Growers' Associations as to reciprocal demurrage.

690. Application of the Canadian Pacific Railway Company, under section 175 of the Railway Act, 1903, for an order granting leave to construct, maintain and operate a branch line of railway or spur from a point on the South Western and Pembina Mountain branch of the said railway, in the city of Winnipeg, and thence in a southerly direction between lots 53 and 54 of the parish of St. John, according to the Dominion government survey of the said parish, to the premises of the Great West Development Company.

691. Application of the Canadian Pacific Railway, under section 177 of the Railway Act, for an order authorizing a crossing with its tracks of the tracks of the Qu'Appelle. Long Lake and Saskatchewan Railway and Steamship Company at Saskatoon, and to maintain, construct and operate the said crossing.

692. Application of the Canadian Pacific Railway Company, under sections 227 and 229 of the Railway Act, for an order requiring the Canadian Northern Railway Company to provide an interlocking and derailing plant at its crossing with the Canadian Pacific Railway at Morris, Man.

693. Application of the Canadian Northern Railway Company, under section 177 of the Railway Act, for leave to place its line or track across the lines or tracks of the Canadian Pacific Railway Company (Souris branch) in the southwest quarter, section 32, township 9, range 20, W.F.M., near Brandon, Man.

694. Application of the Grand Trunk Pacific Railway Company, under section 177 of the Railway Act, 1903, for an order granting authority to lay its line or tracks across the lines or tracks of the Canadian Pacific Railway Company's main line, parish lot 58, district of Portage la Prairie, in the province of Manitoba.

695. Application of the Grand Trunk Pacific Railway Company for an order amending the order of the Board No. 2854, dated April 16, 1907, authorizing the Grand Trunk Pacific Railway to cross with its tracks the track of the Canadian Northern Railway Company, Arizona branch, parish lot 58, district of Portage la Prairie, province of Manitoba.

696. Application of the Canadian Pacific Railway Company, under section 178 of the Railway Act, 1903, for an order requiring the Canadian Northern Railway Company to erect, construct and maintain an interlocking plant and signalling appliance at the intersection of the railway of the said Canadian Northern Railway Company with the railway of the Canadian Pacific Railway Company at Fort Whyte, Man.

657. Application of the Grand Trunk Pacific Railway Company, under section 227 of the Railway Act, for leave to carry its line or tracks across the lines or tracks of the Canadian Pacific Railway Company (Souris branch), lots 16 and 17, parish of Headingly, district of Winnipeg, Man.

698. Application of the Grand Trunk Pacific Railway Company in *re* 273 highway crossings between Portage la Prairie, Man., and Edmonton, Alta.

699. Application of the Grand Trunk Pacific Railway Company, under section 159 of the Railway Act, for an order approving of its located lines from the east line of section 17, township 53, range 23, west of the 4th meridian, through and north of Edmonton, in the province of Alberta, to the range line between range 24 and 25 west of the 4th meridian.

700. Application of the Canadian Pacific Railway Company as lessees of the Calgary and Edmonton Railway Company, under section 159 of the Railway Act, for approval and sanction of the location of a portion of a branch line of railway from a point on Peace avenue to 16th street in the city of Edmonton, province of Alberta.

701. In *re* question of seniority at the Kaiser, Man., crossing of the Canadian Pacific and Canadian Northern Railways.

702. In *re* Canadian Pacific Railway double track west of Winnipeg, Man., to Brandon and Portage la Prairie, Man.

703. In *re* representations of the Grain Dealers' Association respecting Manitoba Grain Act and car supply for movement of traffic.

704. In *re* railway facilities and accommodation in the Goose Lake district.

705. In *re* representations of Cardston Farmers' Association respecting freight and passenger rates charged by the Alberta Railway and Irrigation Company.

706. Application of the Alberta Railway and Irrigation Company to reduce its first-class passenger fare to 4 cents per mile.

707. Application of the Canadian Pacific Railway under section 175 of the Railway Act, 1903, for authority to construct, maintain and operate a branch line at Red Deer, Alberta, beginning at a certain point in the station grounds, thence in an easterly direction into the premises of the Red Deer Milling and Elevator Company.

708. Application of the town of Didsbury, Alberta, for an order directing the Canadian Pacific Railway Company to provide a suitable crossing.

709. Application of the town of Olds, Alta., under section 184 to 191 of the Railway Act, 1903, for leave to construct certain highways across the tracks of the Calgary and Edmonton branch of the Canadian Pacific Railway Company in the town of Olds, Alta.

710. Application of the city of Calgary for an order, under section 237 of the Railway Act, 1903, under an agreement between the city and the Canadian Pacific Railway dated the 13th September, 1906, and under an order of the Board dated 13th September, 1906, with respect to the subway on Osler street, now First street east, in the city of Calgary, under the tracks of the Canadian Pacific Railway.

711. Application of the city of Calgary, Alta., to lay water pipes and sewer pipes under the tracks of the Canadian Pacific Railway Company on First street west.

712. Application of J. Travis for a further hearing of the application of the Canadian Pacific Railway Company, under section 175 of the Railway Act, 1903, for authority to construct, maintain and operate a branch line or spur in the city of Calgary, as described in the application.

713. Application of the municipality of the town of Claresholm, Alta., for an order under section 186 of the Railway Act, 1903, directing the Canadian Pacific Railway Company to provide and construct a suitable highway crossing where the company's railway intersects Third avenue, in the centre of the said town of Claresholm.

714. Application of the Vancouver, B.C., Board of Trade for rebates on transcontinental rates.

715. Application of the Vancouver, Westminster and Yukon Railway Company for an interchange of freight with the Canadian Pacific Railway Company at New Westminster, province of British Columbia.

716. Application of the Vancouver, Westminster and Yukon Railway Company for an order, under section 227 of the Railway Act, for the junction of their tracks with the tracks of the Canadian Pacific Railway Company on the south side of False Creek, at and near the junction of Columbia and Fort streets, Vancouver, the Canadian Pacific Railway Company's tracks at this point being leased and operated by the British Columbia Electric Railway.

717. Application of the Vancouver, Victoria and Eastern Railway Company to carry its line of railway along the river road south of the Fraser river in the township of Delta, B.C.

718. In *re* Vancouver, Westminster and Yukon Railway Company's crossing at the north road between Westminster and Vancouver, British Columbia.

719. Application of the British Columbia Electric Company to cross the tracks of the Vancouver, Westminster and Yukon Railway Company at Park drive in the city of Vancouver, British Columbia.

720. Application of the Vancouver, Westminster and Yukon Railway for approval of its line of railway from Third avenue to Twentieth street in the city of New Westminster, British Columbia.

721. Application of the Canadian Pacific Railway Company to cross the tracks of the Vancouver, Westminster and Yukon Railway Company near Fourteenth street

in the city of New Westminster, British Columbia, and to govern the speed of the trains of the Vancouver, Westminster and Yukon Railway.

722. In *re* complaint of the Baker Lumber Company of non-supply of cars by the Canadian Pacific Railway Company and the Crow's Nest Southern Railway Company.

723. In *re* complaint of the Piper Lumber Company of non-supply of cars by the Canadian Pacific Railway Company and the Nelson and Fort Shepherd Railway Company.

724. Application of the Vancouver, Westminster and Yukon Railway Company for authority to run spurs on False Creek, Vancouver, British Columbia.

725. Application of the Canadian Pacific Railway Company to carry a spur line on Dunlevie avenue, Vancouver, British Columbia.

726. Application of the Canadian Pacific Railway Company in *re* highway crossing on Mission branch of the Canadian Pacific Railway Company.

727. In *re* representations of milk shippers of the province of British Columbia respecting freight rates on milk shipments to Vancouver, British Columbia.

728. Application of the Vancouver, Westminster and Yukon Railway Company, under section 176 of the Railway Act, for power to take possession of, use and occupy that certain parcel of land and premises belonging to the Canadian Pacific Railway Company, and being composed of a portion of the foreshore of Burrard Inlet in front of part of District lot 181.

729. In *re* highway crossing of the Esquimalt and Nanaimo Railway oCmpany in the city of Victoria, British Columbia.

730. Application of the Brunet Sawmill Company for an order changing plan of the Vancouver, Westminster and Yukon Railway across certain lots in the city of Vancouver, British Columbia.

731. Application of the city of Winnipeg, Man., for protection of crossing at McPhillips street.

732 Application of the city of Winnipeg for an order of the Board authorizing the construction of a bridge between Brown and Brant streets over the yards of the Canadian Pacific Railway in the city of Winnipeg; and the application of the city that the Canadian Pacific Railway Company be ordered to contribute towards the cost of constructing said bridge.

733. In *re* representationos of the Canadian Pacific Railway Company with reference to order of the Board respecting protection of bridges.

734. Application of the Canadian Pacific Railway Company for order directing the Okotoks Electric Light Company to file and receive approval of its overhead power crossings.

735. In *re* petition of the residents of Treherne, Man., asking that the Canadian Pacific Railway Company's station at Treherne be not removed from its present site.

736. In *re* form of order to be used in connection with the Canadian Pacific Railway Company's crossing on streets in the ctiy of Winnipeg, Man.

737. Application of the Fort William Terminal Railway and Bridge Company for approval of its location.

738. Application of the Grand Trunk Railway Company of Canada, under sections 222 and 237 of the Railway Act, for authority to construct a branch line or connection at or near the town of St. Lambert, county of Chambly, province of Quebec, between the second and fourth districts of its railway, the said branch line extending from a point on its railway from St. Lambert to Brosseau Junction, about 1,700 feet south of the southern boundary of the town of St. Lambert, crossing Hickson avenue, Edison avenue and First street, and certain properties situated between those highways, to a point on the said railway at or near the easterly entrance of the Victoria Jubilee bridge.

739. Application of the Canadian Pacific Railway Company, as lessee exercising the franchises of the Ontario and Quebec Railway Company, under section 222 of the Railway Act, for authority to construct, maintain and operate a branch line of rail-

way or spur from a point on the main line of its branch along the north bank of the Lachine canal, about 1,940 feet northwesterly from the swing bridge of the said Ontario and Quebec Railway Company over the Lachine canal, and running from the said point northeasterly to and into the property of the Simplex Railway Appliance Company, Limited, on lot 965 of the parish of Lachine, county of Jacques Cartier, for a total distance of about 1,400 feet, as shown in red on the plan and profile on file with the Board.

740. Application of the Grand Trunk Railway Company (Canada Atlantic) for an order, under the Railway Act, diverting farm crossing now on lot 174, belonging to the estate of Stephen Latreille, parish of St. Polycarpe, Que., to the public highway situated a short distance west of the farm crossing.

741. Complaint of the Truro Condensed Milk Company, Limited, against the Grand Trunk Railway Company of Canada with respect to rates and service on milk shipments.

742. Complaint of Messrs. Angus McDonald & Son, of Alexandria, Ont., under sections 252 and 253 of the Railway Act, of alleged discriminatory and unjust rates of freight on coal between Rouse's Point, N.Y., Cecile Junction, Que., and Massena Springs, N.Y., and points on the Canada Atlantic Railway.

743. Complaint of the Ogilvie Flour Mills Company, Limited, under section 315 of the Railway Act, of discriminatory rates charged by the Grand Trunk Railway Company of Canada in shipping, handling and conveying wheat from Georgian Bay ports to Montreal, Que., for export, as compared with the rates on wheat brought to Montreal, Que., for milling purposes at that point.

744. Application of the town of Pembroke, Ont., under section 29 of the Railway Act, for an order amending order of the Board dated the 4th of July, A.D. 1907, as to filling in of the trestle opposite the town of Pembroke, Ont.

745. Application of John Cockburn, of Pembroke, Ont., under section 29 of the Railway Act, for an order amending order of the Board dated the 4th of July, A.D. 1907, as to filling in of the trestle opposite the town of Pembroke, Ont.

746. Application of the Pembroke Lumber Company, under section 29 of the Railway for an order amending order of the Board dated the 4th of July, A.D. 1907, as to filling in of trestle opposite the town of Pembroke, Ont.

747. Application of the Fort William Terminal Railway and Bridge Company for approval of the plan, profile and book of reference of its location in the city of Fort Fort William, Ont.

748. Application of the corporation of the city of Fort William, Ont., under section 237 of the Railway Act, for an order directing the Canadian Northern Railway Company to provide and construct suitable highway crossings over the company's railway where the following highways intersect the said Canadian Northern Railway, in the city of Fort William, namely: Neebing avenue, Stanley avenue, Nepigon avenue, Crawford avenue, Home avenue, Mountain avenue, Amelia street, Francis street, Victor street, Mary street, Christina street, Franklin street, Norah street, Frederica street, Gore street and Empire avenue.

749. Application of the corporation of the city of Fort William, Ont., under section 262 of the Railway Act, for an order directing the Canadian Northern Railway Company to abandon using its loop line along Arthur and Vickers streets, in the city of Fort William; and further directing the Canadian Northern Railway Company to operate all its trains on the original straight line right of way established by the Port Arthur, Duluth and Western Railway Company.

750. Application of the corporation of the city of Fort William, Ont., under section 187 of the Railway Act, for an order directing the Canadian Norhtern Railway Company to remove its present railway station at Fort William, Ont., clear of the intersection of Victoria avenue and Vickers street, in the said city.

751. Application of the Toronto, Hamilton and Buffalo Railway Company, under section 222 of the Railway Act, for authority to construct, maintain and operate a

branch line or lines of railway, with spurs and sidings, in the township of Brantford and city of Brantford, county of Brant, and province of Ontario, from a point on glebe lot to the premises of the William Buck Stove Company.

752. Application of the Brantford and Hamilton Electric Railway Company, under section 178 of the Railway Act, for authority to take those portions of lot No. 50, in the second concession of the township of Ancaster and county of Wentworth, belonging to Elizabeth Anderson and Jennie Hammond, as shown on plan submitted therewith showing the proposed deviation of the travelled highway known as Mohawk road.

753. Application of the Brantford and Hamilton Electric Railway Company, under section 246 of the Railway Act, for an order approving of the proposed crossing of the applicant company's transmission lines over the tracks of the Grand Trunk Railway at Cainsville, in the township of Brantford, county of Brant, province of Ontario.

754. Application of the Canadian Pacific Railway Company, under section 175 of the Railway Act, 1903, for authority to construct, maintain and operate a branch line at Red Deer, Alberta, beginning at a point in the station grounds 4955-43.5; thence in an easterly direction into the premises of the Red Deer Milling and Elevator Company, a distance of 5.5 feet.

755. Application of Alexander Loiselle, of the town of Red Deer, Alberta, merchant, for an order, under sections 119, 184, 190 and 191 of the Railway Act, 1903, directing the Canadian Pacific Railway Company, where the company's proposed branch line crosses a public highway in the town of Red Deer, aforesaid, and upon which the lands owned by him abut, to restore as nearly as possible to its former state the said highway where the proposed line crosses the same, or put the same in such a state as not to materially impair its usefulness; and for a further order directing the said company to build a crossing and an approach to the said crossing on either side of the rails where the proposed branch line crosses the said highway.

756. Application of the Canadian Pacific Railway Company, under section 29 of the Railway Act, for an order amending order or the Board dated July 4, 1907, so as to provide that a portion of the expense of the construction of a subway to carry Little Bridge street under the tracks of the Canadian Pacific Railway Company, or a subway placed between Bridge and Little Bridge streets, whichever may be accomplished, shall be borne by the municipality of the town of Almonte, Ont.

757. Application of the Ottawa Electric Railway Company, under the Railway Act, for an order requiring the corporation of the village of Hintonburg, Ont., to bear a portion of the expense of widening the approach of the western end of the Somerset street bridge, in the city of Ottawa.

758. Application of A. K. S. McA. Robertson, under section 23 of the Railway Act, 1903, for an order rescinding order of the Board No. 3472, dated July 15, 1907, in connection with the application of the Chatham, Wallaceburg and Lake Erie Railway Company.

759. Application of the Chatham, Wallaceburg and Lake Erie Railway Company, under section 184 of the Railway Act, 1903, for an order granting leave to carry and construct its line of railway and its power lines and telegraph and telephone lines upon and along certain existing highways in the city of Chatham and the town of Wallaceburg, and across certain existing highways in the city of Chatham, and in the townships of Dover and Chatham.

760. Application of the London Street Railway Company, under the Railway Act, for an order modifying the order of the Board dated October 13, 1904, requiring the applicant company to install a half interlocker at the crossing with the P.M.R.R. Company at South street, in the city of London, Ont.

761. Application of Robert McVicar, of the township of Brooke, county of Lambton, Ont., for an order, under sections 252 and 253 of the Railway Act, directing the Michigan Central Railroad Company to provide and construct two suitable farm cross-

ings where the company's railway intersects his farms in the east half of lot No. 13, and in the west half of lot No. 14, each containing 100 acres, and both in the 5th concession of the township of Brooke, county of Lambton, province of Ontario.

762. Application of the Essex Terminal Railway Company, under sections 29 and 45 of the Railway Act, for an order to rescind three orders of the Board dated the 22nd March, 1907, 5th June, 1906, and 14th March, 1907, and all other orders so far as they may affect the applicant company; and in the matter of the application of the Essex Terminal Railway Company for an order, under section 26 of the Railway Act, to require the Windsor, Essex and Lake Shore Rapid Railway Company forthwith to remove its tracks laid by it upon the gravel road where the applicant company proposes to cross the same; or, in the alternative, for an order, under section 237, to permit a level crossing by the railway company on the said gravel road, otherwise known as the Talbot and Windsor road, in the township of Sandwich West.

763. Complaint of C. E. Naylor, of the town of Essex, Ont., against the Windsor, Essex and Lake Shore Rapid Railway Company.

The board will inquire into the subject matter of C. E. Naylor's complaint of the 5th September, 1907, and as to what authority the Windsor, Essex and Lake Shore Rapid Railway Company has to operate its railway and convey electrical power along the streets in the town of Essex, Ontario; and as to what precautions should be taken for the safety of the public in consequence of the construction and operation of the railway and carriage of electrical power along the street or streets in question; and what protection should be adopted for the purpose of preventing the contact of other wires with the power wires of the Windsor, Essex and Lake Shore Rapid Railway Company on the said street or streets, and the injury to persons or property thereby, and by whom the expense thereof should be defrayed.

764. Application of the Windsor, Essex and Lake Shore Rapid Railway Company, under section 159 of the Railway Act, for approval, ratification and confirmation of the construction of the applicant's railway, including the erection of poles and wires in connection therewith, and to approve of the location of the railway and the poles and wires between Windsor and Leamington, in the course and upon the route approved, sanctioned, and authorized by the Minister of Railways and the Board between Windsor and Leamington, and to allow the applicant company to operate its road and telephone communication connected therewith, upon, along and across the highways between the said termini where the road, poles, or wires are being constructed or erected.

765. Application of the Chatham, Wallaceburg and Lake Erie Railway Company, under sections 237 and 247 of the Railway Act, for leave to carry and construct its line of railway and its power lines and telegraph and telephone lines across, along and upon the tracks of the Père Marquette Railroad Company, on the town line between the townships of Harwich and Raleigh in the county of Kent, province of Ontario.

766. Application of the Chatham, Wallaceburg and Lake Erie Railway Company, under sections 284 and 317 of the Railway Act, for an order providing for the interchange of freight traffic between the Chatham, Wallaceburg and Lake Erie Railway Company and the P.M.R.R.C., at the city of Chatham, in the county of Kent, province of Ontario, and at the town of Wallaceburg, in the county of Kent, Ontario, and regulating the rates to be charged therefor by the respective roads interested.

767. Application of the Chatham, Wallaceburg and Lake Erie Railway Company, under sections 284 and 317 of the Railway Act, for an order providing for the interchange of freight traffic between the application company and the Canadian Pacific Railway Company, at the city of Chatham, county of Kent, province of Ontario, and regulating the rates to be charged therefor by the respective roads interested.

768. Application of the Essex Terminal Railway Company, under section 227 of the Railway Act, for authority to place its lines or tracks across the line or tracks of the Ontario and Quebec Railway Company (operated by the Canadian Pacific Rail-

way Company) at grade level; and to joint with its line or track the lines or tracks of the Ontario and Quebec Railway Company at a point in the second concession of the township of Sandwich West, in the county of Essex, Ont.

769. Application of the municipal council of the township of Eckfrid, county of Middlesex, province of Ontario, under section 197 of the Railway Act, for an order approving the character of the work provided for by the report made by George A. McGubbin, Ontario land surveyor, and engineer, in connection with the drain herein cited as the 'McGugan-Currie drain,' being a drain proposed to be constructed under the Municipal Drainage Act in the said township, and the repair or improvement of a drain known as the 'Currie drain,' in the said township of Eckfrid, the sid construction, repairs and improvements to be carried out under the provisions of the said Municipal Drainage Act of Ontario, and further approving of the specifications and plans for the construction, repair and improvement of the said drains, along, under and across the raiway (forerly called the Great Western Railway, and Air Line Division thereof, but now called the Great Western Railway, and operated by the Grand Trunk Railway Company), and lands of the said Grand Trunk Railway Company.

770. Application of the township of Raleigh, under section 251 of the Railway Act, for authority to construct certain works, known as the 'Pike Drainage Works,' across the right of way of the Grand Trunk Railway Company of Canada, in the township of Raleigh, county of Kent, and province of Ontario.

771. Application of the Great Northern Railway Company, under the Railway Act, in respect to the division of rates on coal between Duluth and Winnipeg as between the Great Northern Railway Company and the Canadian Northern Railway Company.

772. Application of the Brandon, Saskatchewan and Hudson Bay Railway Company, under the Railway Act, for an order fixing the terms and conditions, and in particular rate upon which an interchange of traffic might be carried on between the applicant company and the Canadian Pacific Railway Company at Brandon, Man.

773. Application of the Vancouver, Victoria and Eastern Railway and Navigation Company, under section 178 of the Railway Act, for authority to take more ample space through a portion of the southeast quarter of section 10, and the northeast quarter of section 3, township 16, New Westminster district, British Columbia, than is shown on the plans of the said railway company on the line of their branch line from Abbottsford to Huntingdon as already allowed by the Board of Railway Commissioners for Canada.

774. Application of the Grand Trunk Railway Company of Canada, under sections 222 and 237 of the Railway Act, for authority to construct, maintain and operate an additional railway tract on Ferguson avenue, in the city of Hamilton, Ont., commencing at a point on Ferguson avenue about 175 feet south of Barton street, thence northerly along Ferguson apenue and crossing Barton street and the tracks of the Hamilton Street Railway upon Barton street to the property of the applicant company north of Murray street with two branch lines of railway and spurs of therefrom, spur No. 1 extending from a point on said additional track north of Barton street; thence in a northwesterly direction along, upon and across Ferguson avenue and lots 100, 98, a lane, and lots 91, 92 and 93 west of Ferguson avenue, and north of Barton street, a total distance of 577 feet more or less to the corner of Murray and Elgin streets; and spur 2 extending northerly from a point on No. 1 on Ferguson avenue a distance of 345 feet to the corner of Murray street.

775. Application of the Grand Trunk Railway Company of Canada, under section 227 of the Railway Act, for authority to cross with its additional track on Ferguson avenue, in the city of Hamilton, Ont., the two tracks of the Hamilton Street Railway on Barton street, where it is intersected by Ferguson avenue.

776. Application of the city of Hamilton, under the Railway Act, for an order authorizing the construction of sewers in the city of Hamilton, under the tracks of the Toronto, Hamilton and Buffalo Railway Company on Trolley street, at the intersection of the Toronto, Hamilton and Buffalo spur line.

777. Application of the city of Hamilton, under section 26 of the Railway Act, for an order to compel the GrandTrunk Railway Company to complete, without delay, a bridge carrying the line of Ferrie street, in the city of Hamilton, over the line and tracks of the Grand Trunk Railway Company at that point.

778. Application of the city of Hamilton, under section 237 of the Railway Act, for an order authorizing the construction of Trolley street, being the original allowance for road between lots 6 and 7 in the township of Barton, now in the city of Hamilton, across the Toronto, Hamilton and Buffalo spur line, at grade.

779. Application of the Toronto, Hamilton and Buffalo Railway Company, under sections 235 and 237 of the Railway Act, for authority to cross the following highways in the city of Hamilton, province of Ontario, with a branch line of their railway known as the Westinghouse Branch Line, in and by order No. 3231 of the Board, dated June 27, 1907, authorized to be constructed, maintained and operated by the applicants, that is to say, Avondale street, Trolley street, Agnes street, Lottridge street, Emily street and Ruth street.

780. Application of the Galt Board of Trade, under section 228 of the Railway Act, for an order directing interswitching between the Canadian Pacific, the Grand Trunk and Galt, Preston and Hespeler street railway companies, at Galt, Ontario—such interswitching to include the towns of Berlin and Waterloo and Preston and Hespeler.

781. In the matter of the application of the Niagara, St. Catharines and Toronto Railway Company, under sections 158 and 159 of the Railway Act, for an order sanctioning plans, profiles and book of reference, showing the company's proposed line of railway in the city of Brantford from the fifty-sixth and a quarter to the fifty-eighth two-one-hundredths mile.

782. Application of Eli Van Allen, of the city of Hamilton, Ontario, under the Railway Act, for an order rescinding order of the Board of September 1, 1905, authorizing the Brantford and Hamilton Electric Railway Company to construct its line of railway upon and over certain streets and highways in the city of Hamilton, Ontario, and to reconsider the case; and for an interim order requiring the said railway company to withhold work upon the said streets pending the order of the Board, or for such other orders as to the Board may seem just.

783. Application of Eli Van Allen, of the city of Hamilton, Ontario, for an order rescinding order of the Board dated September 1, 1905, authorizing the Brantford and Hamilton Electric Railway Company to construct and operate its railway upon and along certain streets in the city of Hamilton, Ontario, and to reconsider the case; and for an interim order requiring the said railway company to withhold work upon said streets pending an order from the Board; or for such other order as to the Board may seem just.

784. Application of the Guelph and Goderich Railway Company, under section 176 of the Railway Act, for an order permitting the applicant company to take possession of, use and occupy the lands and premises of the Grand Trunk Railway Company, or so much thereof as may be necessary, lying between the lands and buildings of the Goderich Elevator and Transit Company, Limited, in the town of Goderich, and the railway of the applicant company, operated by the Canadian Pacific Railway Company, as shown upon the plan annexed, marked 'A,' being part of the hillside in front of the town of Goderich, to such an extent as will enable the applicant company to provide and install across the intervening three feet of Grand Trunk land and track, a bridge, grain carrier, or other means of conveying grain from the elevator of the said Goderich Elevator and Transit Company, Limited,

to the railway of the applicants and the cars of the said the Canadian Pacific Railway Company upon the railway of the applicants.

And for an order of the Board, under section 284 of the Railway Act and its subsections, specifying the the works and apparatus to be constructed and carried out for the said purpose, and to give to the demand of the said the Goderich Elevator and Transit Company, Limited, submitted herewith for the construction of a branch or other works or suitable means of connection with the said elevator as will enable the said elevator company to obtain railway facilities for its business with the applicant company and its lessees.

785. Application of the Brantford and Hamilton Electric Railway Company, under sections 235 and 243 of the Railway Act, for an order approving of the plans and profiles of the crossing by the applicant company of the Brantford and stone road at the village of Ancaster, station 346-83—349-22.

786. Complaint of the Canadian Manufacturers' Association, the Huntsville Lumber Company and others, under sections 252, 253 and 254 of the Railway Act, 1903, against the Grand Trunk Railway Company of Canada, *in re* interswitching charges at Toronto, Ont.

787. Complaint of Messrs. Leak & Co., Toronto, Ontario, *re* interswitching charges of the Grand Trunk Railway at Toronto.

788. Complaint of the W. Booth Lumber Company, Limited, Toronto, Ontario, *in re* interswitching charges of the Grand Trunk Railway at Toronto.

789. Complaint of the Boake Manufacturing Company, Limited, Toronto, *in re* interswitching charges of the Grand Trunk Railway at Toronto.

790. Complaint of W. J. Lovering, lumber merchant, Toronto, *in re* interswitching charges of the Grand Trunk Railway Company at Toronto.

791. Complaint of the Graham Company of Belleville, Ont., against the Canadian Freight Association in respect of the following questions:—(1) Heating of fruit cars; (2) Refrigeration of fruit cars and supply of ice for that purpose; (3) Stop-over privileges for apple shipments in transit; (4) Liability of railway companies for damage to fruit in transit.

In connection with the above complaint was heard the complaint of E. D. Smith, Winona, Ont., against joint circular of the Brandon, Saskatchewan and Hudson's Bay Railway, the Canadian Northern Railway, the Canadian Pacific Railway and the Midland Railway of Manitoba, issued at Winnipeg by F. W. Peters, on October 7, 1907, to shippers and consignees *in re* handling of apples.

792. Complaint of the Dominion Millers' Association re delay to shipments of wheat from Fort William, Ontario, via the Canadian Pacific Railway Company.

793. Application of the Grand Trunk Railway Company of Canada for an order directing that as and from the 12th day of December, 1905, day and night watchmen be placed at the crossing of the Grand Trunk Railway by the Berlin and Waterloo Street Railway at King street in the town of Berlin, Ontario, authorized by the order of the Railway Committee of the Privy Council, dated the 10th October, 1895, and that the said Berlin and Waterloo Street Railway Company bear any increased cost of operating the protective appliances at the said crossing, entailed by the carrying out of this order beyond the cost of protection at the said crossing prior to the use of the crossing by the electric cars of the said Berlin and Waterloo Street Railway Company.

794. Application of the Canadian Northern Ontario Railway Company, under section 237 of the Railway Act, for authority to place its lines or tracks across Winchester street, Toronto, at rail level.

795. Application of the municipal corporation of the town of Brampton, Ontario, under section 250 of the Railway Act, for authority to lay sewer pipes under the tracks of the Canadian Pacific Railway Company at Queen street, in the town of Brampton, Ontario.

796. Application of the municipal corporation of the town of Brampton, Ontario, under section 250 of the Railway Act, for authority to permit the applicants to lay a ten-inch sewer pipe under the tracks of the Grand Trunk Railway, in the village of Brampton, Ontario.

797. Application of the Cataract Electric Company, under section 194 of the Railway Act, 1903, for leave to place its wires across the tracks of the Canadian Pacific Railway Company at the Town Line road, in the town of Orangeville, Ontario.

798. Application of the Cataract Electric Company, Limited, under section 194 of the Railway Act, 1903, for leave to carry, place and maintain its wires across the tracks of the Canadian Pacific Railway oCmpany in the township of Caledon, county of Peel, province of Ontario.

799. Complaint of the Canadian Pacific Railway Company *in re* the signals where the Canadian Pacific Railway crosses the Grand Trunk Railway west of Woodstock, Ontario.

800. Application of the Canadian Pacific Railway Company, under the Railway Act, for an order approving of the rearrangement of the tracks of the Canadian Pacific and of the Toronto Belt Line Railway and the installation of a standard diamond in the crossing, at rail level of the tracks of the applicant company by those of the Toronto Belt Line Company (leased and operated by the Grand Trunk Railway) on the Don Improvement, in the city of Toronto; and for an order directing payment by the Toronto Belt Line Railway to the applicant company of certain wages paid by the applicant company for work in the rearrangement of the said tracks and the installation of the said diamond.

801. Application of the Canadian Pacific Railway Company, under section 172 of the Railway Act, for authority to expropriate additional lands belonging to Robert Gordon, of Renfrew, Ontario.

802. Application of the Grand Trunk Railway Company of Canada, under section 178 of the Railway Act, for authority to take certain additional lands, being part of lot 5, 1st concession, township of Blenheim, county of Oxford, province of Ontario.

803. Application of the Canadian Pacific Railway Company, lessee of the Guelph and Goderich Railway, under section 178 of the Railway Act, for authority to expropriate the easterly half of lot 1049, the property of Evangline Hawley, of th e town of Goderich, Ontario.

804. Application of the Canadian Pacific Railway Company, lessees of the Walkerton and Lucknow Railway Company, for authority to expropriate additional lands required for ballast pit, lots 28 and 27, concession 1, South Township Glenelg, belonging to John McArthur.

805. Application of the Brantford and Hamilton Electric Railway Company, under section 227 of the Railway Act, for approval of crossing of the Brantford Street Railway, near Mohawk Park, township of Brantford, Ontario.

806. Application of the Canadian Northern Railway Company, under section 45 of the Railway Act, for an order amending the order of the Board, No. 558, dated the 18th July, 1905, approving and sanctioning the location of the Canadian Pacific Railway Company (Wolseley-Reston branch) so far as it affects the land covered by the Hartney-Regina branch of the applicant company.

807. Application of the Quebec, Montreal and Southern Railway Company, under the Railway Act, for an order directing the Rutland Railroad Company to change its existing derails at or near the junction point of its line with that of the applicant company and that of the Grand Trunk Railway Company of Canada at Noyan Junction, province of Quebec, by removing one of the said derails to a point about 500 feet, and adding a 'Hayes' derail on the Grand Trunk Railway Company's track.

808. Application of the Grand Trunk Pacific Railway Company, under section 227 of the Railway Act, for authority to lay its tracks over the line of the Canadian Pacific Railway Company (Pheasant Hills branch), section 27, township 29, range 22, west 2nd meridian, district of Assiniboia, province of Saskatchewan.

809. Application of Alexander Pilon, of Casselman, Ontario, for an order directing the Canada Atlantic Railway Company (Grand Trunk Railway) to provide and construct a branch line or siding 340 feet in length from the northerly side of its main line, at a point three miles west of the village of Casselman, Ontario.

810. Application of the Vancouver, Victoria and Eastern Railway and Navigation Company, under section 178 of the Railway Act, for authority to expropriate additional lands required by the applicant company through a portion of lots 17-16, 25, 440, 15, 24, 23, group 2, New Westminster district, for the purpose of the diversion of the River road in the municipality of Delta, B.C.

811. Application of the Canadian Pacific Railway Company, under sections 222 and 237 of the Railway Act, for an order authorizing the applicant company to construct, maintain and operate a branch line of railway or spur from a point on its most southerly track northwest of its stockyards on the Richmond road, in the city of Ottawa, Ontario, situate about 340 feet northeasterly and easterly through its station yard across the property of William J. Campbell and across a track of the Grand Trunk Railway on the northwest side of said Richmond road, and to and into the property of Mr. W. J. Campbell, to a connection with a spur of the said Grand Trunk Railway Company on the property of the said William J. Campbell for a total length of 570 feet.

812. Application of the Grand Trunk Railway Company of Canada (Canada Atlantic division), under sections 222 and 237 of the Railway Act, for authority to construct, maintain and operate a branch line of railway or siding extending from a point on the applicant company's line of railway on Richmond road, in the city of Ottawa, Ontario; thence northeast across parts of lots 38 and 39, concession A, township of Nepean, now in the city of Ottawa, to the premises of W. J. Campbell, and marked 'proposed siding No. 2' on the plan, profile and book of reference filed with the board.

813. Application of the Canadian Pacific Railway Company, under sections 284 and 317 of the Railway Act, for an order directing the Grand Trunk Railway Company of Canada to receive passengers and baggage cars of the applicant company and deliver the same to the applicant company at the point of junction of the tracks of the Ottawa, Northern and Western Railway Comapny (leased to the applicant company) with the tracks of the Canada Atlantic Railway Company (leased to the Grand Trunk Railway Company), near Sappers bridge, in the city of Ottawa, Ontario.

814. Application of the Canadian Pacific Railway Company, lessee of the Georgian Bay and Seaboard Railway, under section 177 of the Railway Act, 1903, for an order authorizing it to construct, maintain and operate a crossing of the track of the Grand Trunk Railway Company's spur to an ice house near the town of Orillia, on the shore of Lake Couchiching, in the township of South Orillia, at mileage 29 of the Georgian Bay and Seaboard Railway Company's location.

815. Application of the Grand Trunk Railway Company of Canada, under sections 222 and 237 of the Railway Act, for authority to construct a branch line at or near the town of St. Lambert, Quebec, between the second and fourth district of railway, such branch line of connection extending from a point on its railway from Montreal to Rouse's Point, on lot 259 of the town of St. Lambert; thence northeast and crossing Victoria avenue, St. Lambert, a public highway known as Petite street, Charles road, or Coté de Noir road, and lot 246 in the parish of St. Antoine de Longueuil, to a point on its railway from Montreal to Portland on said lot 246.

816. Application of the Grand Trunk Railway Company of Canada, under section 178 of the Railway Act, for authority to take certain lands at St. Hubert station, the property of Joseph Charron, lot 32, Coté N.E. du Chemin de Chambly, on which to move and place the present passenger station at that point.

817. Application of the Grand Trunk Railway Company of Canada, under section 167 of the Railway Act, for approval of plan, profile and book of reference of a new

freight terminal which the applicant company proposes to construct at or near St. Lambert, in the parish of St. Antoine de Longueuil, county of Chambly, province of Quebec.

818. Application of the Grand Trunk Railway Company of Canada, under section 178 of the Railway Act, for authority to take additional certain lands at St. Antoine de Longueuil, in the county of Chambly, Quebec, required for the purposes of the applicants.

819. Application of the Montreal and Southern Counties Railway Company, under sections 157 and 158 of the Railway Act, for approval of highway crossing in the town of St. Lambert, Quebec.

820. Application of the Grand Trunk Railway Company of Canada, under section 227 of the Railway Act, for authority to cross with two tracks leading from its main line at Turcot to its new freight yards and terminals at Turcot, the tracks of the Montreal Park and Island Railway Company, at two different points, namely, near the eastern and western extremities of said freight yards.

821. Application of the Canadian Pacific Railway Company, under sections 221, 222, 227 and 237 of the Railway Act, for leave to construct branch lines in the city of Montreal, Que.

1. To the premises of Shearer, Brown & Wallace, crossing St. Patrick and Island streets; and

2. To the premises of the Sherman-Williams Paint Company, crossing St. Patrick street and connecting with the spur of the Grand Trunk Railway Company.

822. Approval of tariffs of tolls of express companies pursuant to the provisions of section 348 of the Railway Act.

823. The application of the Board of Trade of Portage la Prairie, in the province of Manitoba, under section 323 of the Railway Act, for an order disallowing the special freight tariffs of the Canadian Pacific Railway Company Nos. W-1000 C.R.C. 644 and W-1006, C.R.C. 652, as being illegal. The complaint of the Winnipeg and other boards of trade, mercantile bodies and shippers objecting to the new tariffs recently put in force by the Canadian Pacific Railway Company in Western Canada in substitution for the 'traders' tariff,' so-called, previously in existence.

824. In the matter of the transfer of mails and passengers between the trains of the Grand Trunk Railway Company of Canada and the Canadian Pacific Railway Company at Brockville, in the province of Ontario, as required by order of the Board No. 4124, dated December 10, 1907.

825. Application of the Brunette Sawmill Company, Limited Liability, for an order changing the plan of location of the Vancouver, Westminster and Yukon Railway Company across lots 1 and 2, suburban block 1, and lots 4, 5 and 7, suburban block 8, in the city of New Westminster, in the province of British Columbia.

826. Application of the town of Thorold for an order, under section 250 of the Railway Act, to allow the corporation to lay its water pipes under the tracks of the Toronto, Niagara and St. Catharines Railway in said town.

827. Application of the Hamilton, Waterloo and Guelph Railway Company for the approval of amended location through the city of Hamilton.

828. Application of the corporation of the village of Papineauville, Quebec, to construct a street crossing the tracks of the Canadian Pacific Railway Company in the said village.

829. Application of the Brantford and Hamilton Electric Railway, under the Railway Act, for an order to vary or amend order of the Board No. 4165, dated the 26th of December, 1907, approving the location of the Niagara, St. Catharines and Toronto Railway in the city of Brantford.

830. Application of the Canadian Northern Ontario Railway Company, under section 237 of the Railway Act, for an order authorizing the diversion of the Montreal and Ottawa road in the township of Clarence, county of Russell, mileage 37.13 from Hawkesbury.

831. Application of the Canadian Northern Railway Company for leave to take part of the east half of lot 33 in the township of Clarence, county of Russell.

832. Application of the Mount McKay and Kakabeka Falls Railway, under section 227 of the Railway Act, for authority to cross the tracks of the Grand Trunk Pacific Railway at Yonge street and Montreal street, in the city of Fort William, Ontario.

833. Application of the Mount McKay and Kakabeka Falls Railway, under section 227 of the Railway Act, for authority to cross the tracks of the Canadian Northern Railway at Francis street, in the city of Fort William, Ontario.

834. Application of the Mount McKay and Kakabeka Falls Railway, under section 227 of the Railway Act, for authority to cross the tracks of the Canadian Pacific Railway Company at McTavish street in the ctiy of Fort William, Ontario.

835. Application of the Mount McKay and Kakabeka Falls Railway Company, under section 227 of the Railway Act, for authority to cross the tracks of the Canadian Pacific Railway at Yonge street, in the city of Fort William, Ontario.

836. Application of the Mount McKay and Kakabeka Falls Railway Company, under section 227 of the Railway Act, for authority to cross the tracks of the Canadian Northern Railway at Yonge street, in the city of Fort William, Ontario.

837. Application of the Brantford and Hamilton Electric Railway Company for an order, under sections 227 and 226 of the Railway Act, approving of the proposed crossing of the applicant's railway over the Tilsonburg branch of the Grand Trunk Railway Company, in the city of Brantford, and also approving of the proposed crossing of the applicant's electrical power, trolley and feeder wires over the said branch of the Grand Trunk Railway Company at the point of intersection of the two roads aforesaid in the city of Brantford. (Adjourned *sine die.*)

838. Application of the Canadian Pacific Railway Company, as lessee of and exercising the franchises of the Ontario and Quebec Railway Company, for an order, under sections 221 and 223 and 235 to 237 of the Railway Act, to construct, maintain and operate a branch line of railway or spur in the parish of Lachine, county of Jacques Cartier and province of Quebec, from a point on the centre line of the Lachine Canal south bank branch of said railway, about 2,900 feet northeasterly from the head lock of the said branch, near Highlands, thence easterly and northeasterly across public road to and into the premises of the Standard Paint Company of Canada, Limited, situated on lot No. 954 of said parish of Lachine, a total distance of about 580 feet, as shown in red on the plan with profile and described in the book of reference sent in duplicate in accordance with the provisions of said sections.

839. Application of the Bell Telephone Company of Canada for approval of contract between the telephone company and the Windsor Hotel Company, Montreal, Quebec, *re* telephone tolls.

840. Application of the Bell Telephone Company of Canada, under section 359 of the Railway Act, for an order to vary the joint tariffs of telephone service furnished by the applicant company jointly with the American Telephone and Telegraph Company by eliminating all tolls or charges for services known as 'day rates,' shall be in effect during the twenty-four hours of each day.

841. Complaint of Dr. Charette, mayor of Notre Dame des Neiges, of the failure on the part of the Montreal Park and Island Railway Company to file and receive approval by the Board of its standard passenger tariffs and that the Montreal Park and Island Railway charges passenger fares of five cents each from points in the city of Montreal to Bellingham avenue, and an additional ten cents each from Bellingham avenue to Cote des Neiges, while it previously sold tickets at the rate of six for 25 cents for transportation to Notre Dame des Neiges.

842. Application of the Walkerton and Lucknow Railway Company, under section 237 of the Railway Act, for leave to carry its line of railway across the following

streets and highways in the town of Durham, county of Grey, in the province of Ontario:—College street, Bruce street, Countess street, Garafraxa street, Elgin street, Kincardine street and Rock street.

NOTE.—In connection with the above application will be heard the application of the town of Durham for the construction of the protection to be afforded at the said crossings.

843. Complaint of Frank A. Cutting, of Boston, Mass., respecting freight rates charged by the Canadian Pacific Railway Company on shipments of bark from points on its Atlantic division in New Brunswick to Boston, Mass.

844. Application of the corporation of the city of Peterborough, under section 237 of the Railway Act, for leave to construct a highway as a continuation of George street, an existing highway in the city of Peterborough to cross the line of the Grand Junction division of the Grand Trunk Railway Company of Canada, in the city of Peterborough.

845. Application of the Grand Trunk Railway Company of Canada for leave to construct, maintain and operate a branch line of railway extending from a point on the applicant company's railway, south of Rink street in the city of Peterborough, province of Ontario, thence northerly across Rink street, lots Nos. 9, 10, 11, 12, 6, 7 and 8 north of Rink street and south of Townsend street, Aylmer street and Townsend street, lots Nos. 7, 6 and 5 north of Townsend street, lots 5, 4, 3, 2 and 1 south of Wolfe street and George street to the industrial and manufacturing premises of the George Matthews Company, Limited, of Peterborough.

846. Application of the Grand Trunk Railway Company of Canada, under sections 222 and 237 of the Railway Act, for leave to construct, maintain and operate two branch lines of railway or spurs from a point on the applicant company's railway on Bethune street, in the said city of Peterborough;

One crossing Bethune street to lot No. 9 north of Dalhousie street, and No. 2 crossing Bethune street to lot No. 9 north of Wolfe street, in the said city of Peterborough.

847. Application of the corporation of the city of Peterborough, under sections 237 and 238 of the Railway Act, directing the Canadian Pacific Railway Company to provide for the protection and maintenance of the highway at the level crossings of the said railway with Aylmer street, in the city of Peterborough.

848. Application of the corporation of the city of Peterborough, under sections 237 and 238 of the Railway Act, for an order directing the Grand Trunk Railway Company of Canada to provide protection at the level highway crossing of the said railway at Reid street, in the city of Peterborough.

849. Application of the Peterborough Radial Railway Company, Peterborough, Ontario, under the Railway Act for an order amending section 7 of the order of the Board dated 16th day of June, 1904, by providing that the derails at the crossing of the tracks of the Grand Trunk Railway Company at Lock street in the city of Peterborough, be placed at a distance of fifty feet on each side of the crossing instead of one hundred feet, as provided by said section.

NOTE.—In this connection will be considered the complaint of the Grand Trunk Railway Company of Canada with respect to protection at Charlotte and Water streets in the city of Peterborough.

850. Application of the corporation of the town of Waterloo, Ontario, for an order under sections 30 and 32, repealing, rescinding or varying an order made by the Railway Committee of the Privy Council, dated September 27, 1907, and directing the Grand Trunk Railway Company to furnish protection by means of gates or otherwise at the crossing at King street, Waterloo, Ont.

851. Application of the Canadian Pacific Railway Company, under section 186 of the Railway Act, 1903, for leave to cross with its Sudbury-Kleinburg branch, certain highways in the town of Vespra, in the county of Simcoe.

852. Application of the corporation of the city of Hamilton for an order, under the Railway Act, directing the Toronto, Hamilton and Buffalo Railway Company to provide and construct a suitable highway bridge over the tracks of the company at the intersection of the line of the company at Garth street, in the city of Hamilton.

853. Application of the Canadian Pacific Railway Company as lessee of the Toronto, Grey and Bruce Railway for an order, under section 327 of the Railway Act, authorizing the company to cross with its grade revision the road lands between lots 10 and 11, concession 8 of the township of Vaughan, county of York, at mile 12.55.

854. Application of the Grand Trunk Railway Company of Canada, under section No. 277 of the Railway Act, for leave to cross with its spur the track leading off the twentieth district of the applicant company's railway, the spur track of the Canada Southern Railway in the applicant company's south yard at Fort Erie, Ontario.

885. Application of the corporation of the city of Toronto, under sections 237 and 238 of the Railway Act, for an order directing the Grand Trunk Railway Company to provide and maintain gates and a watchman at the crossing at Bloor street west by the tracks of the northern division of the Grand Trunk Railway Company of Canada.

856. Application of the Canadian Northern Ontario Railway for an order, under section 178 of the Railway Act, to take the following lands:—

1. That part of Park drive located on lot 19, concession 2, F.B., in the township and county of York, lying east of the westerly limit of the right of way of the Toronto Belt Line Railway and extending to its junction with Bayview avenue deviation.

2. That portion of Bayview avenue extending northerly from a point (33) thirty-three feet south of the north limit of the city of Toronto to the junction with Bayview avenue deviation on lot 20 in the said concession; all of Bayview avenue deviation as located on lots 20, 19 and 18 in the said concession and about four hundred and fifty-nine and eight-tenths (459⅘) feet of Bayview avenue, measured northerly from the south limit of Bayview avenue deviation at its junction with Bayview avenue near the limit between lots 18 and 19 in the said concession.

3. A trespass road in the city of Toronto on lots 15 and 16, concession 1, F.B., in the township and county aforesaid, extending northerly from Winchester street near the Canadian Pacific Railway subway to the south limit of Bayview avenue aforementioned, by substituting therefor a highway of sixty-six (66) feet in width extending from the most northerly limit of that portion of Bayview avenue herein sought to be closed to the north limit of Park drive aforementioned, passing under and to the west of the right of way of the Toronto Belt Line Railway and a highway eighty (80) feet in width, extending from the south limit of Park drive aforementioned across lots 19 and 20, concession 2, and lot 16, concession 1, F.B., to the junction with the Rosedale ravine drive.

857. Application of Jane Prittie to vary or rescind order of the Board No. 2336, dated the 12th of December, 1906, authorizing the construction and operation of a branch line in the town of Toronto Junction to the premises of the Union Stock Yards, Limited.

858. Application of the Grand Trunk Railway Company of Canada, under sections 242 and 257 of the Railway Act, for an order approving of the proposed bridge and approaches over highway known as Waterdown road, lot 12, 1st concession, township of East Flamboro', in the province of Ontario.

859. Application of the corporation of the town of Ingersoll for the protection of Thames street in the said town, and where it is crossed by the tracks of the Grand Trunk Railway Company of Canada and the Canadian Pacific Railway Company.

860. Application of the corporation of the city of Chatham, under the Railway Act, for an order directing the Canadian Pacific Railway Company to provide, construct and maintain suitable gate or gates at the crossings of the said railway on Wellington and Centre streets, in the said city of Chatham, and electric bells or other automatic system of warning at the crossings of the said railway at Princess, Colborne,

Jeffrey, West and Lacroix streets, and further directing that a watchman be kept at each street crossing of the said railway where gates are now provided and maintained, namely, the crossing of King, Adelaide, William and Queen streets ,and also at the said crossings on Wellington and Centre streets.

APPENDIX D.

SUMMARY OF THE PRINCIPAL JUDGMENTS DELIVERED BY THE BOARD FROM FEBRUARY 1, 1904, TO MARCH 31, 1908.

No. 6.—The towns of Port Arthur and Fort William v. The Bell Telephone Company and the Canadian Pacific Railway Company.

The municipalities of these towns owned and operated a joint telephone system within the limits of the two towns, and applied to the Board under section 193 of the Railway Act, 1903, for an order directing the Canadian Pacific Railway Company to allow the installation of telephone instruments on the premises and in the railway stations of the company to connect with the municipalities' exchange.

In May, 1902, and prior to the enactment of section 193, an agreement was made between the railway company and the Bell Telephone Company, under which the telephone company, for valuable consideration, was granted, for a period of ten years, the exclusive privilege of placing telephone instruments, apparatus and wires in the several stations, offices and premises of the Railway Company in Canada, where the telephone company had established, or might, during the continuance of the agreement, establish telephone exchanges.

Hearing at Ottawa, February 16 and 29, 1904.

Judgment of Board, March 15, 1904.

Held, per Blair, Chief Commissioner (3 Can. Ry. Cas., p. 205): That the said agreement was valid and not void or voidable as being in restraint of trade or against public policy, and that an order under section 193 should provide for payment of compensation upon just terms for all lawful rights and interests injuriously affected thereby.

Per Bernier, deputy chief commissioner: While the agreement is valid and compensation should therefore be allowed, the question of compensation should be reserved for future consideration and determined after hearing any case that might be presented by the Canadian Pacific or any other railway company in support of damages.

Per Mills, commissioner: That the agreement is in restraint of trade and against public policy, and that compensation should be awarded only for the use of the premises occupied by the municipalities' telephones, and the expense of operating them.

Order suspended pending further argument as to the question of compensation.

Upon questions of law the opinion of the chief commissioner prevails.—Section 10 of Railway Act, 1903.

A further hearing of this application on the question of compensation was had at Ottawa, October 12, 1904.

Judgment July 14, 1905.

Killam, Chief oCmmissioner (4 Can. Ry. Cas., p. 279): Held, adopting the former judgment of a majority of the Board.

Compensation should be made to the railway company for the use of its stations and the interference with its property consequent upon such installation.

Compensation should also be made to the telephone company for the loss of the exclusive privilege of telephone connection with such stations.

The effect on the exclusive agreement between the telephone company and the railway company of installing such a municipal telephone system must be determined by the law of the province of Quebec where the contract was made.

The installation of such a municipal system would not of itself rescind the exclusive contract between the telephone company and the railway company. At most its

only effect would be to give the injured party a right to have the contract rescinded. Quebec Civil Code, Art. 1065, Dupuis v. Dupuis, R. 72 R. 19 S.C. 500.

The evidence does not furnish a satisfactory basis of determining the compensation to be paid by the municipalities, and suggestions are made as to its ascertainment hereafter by the board or by arbitration.

Payment of such compensation, or the giving of proper security therefor, to both companies, should be a condition precedent to the installation of the system in each town.

Leave was given to state a case for the opinion of the Supreme Court whether the installation of the municipal system entitles the telephone company to a rescission of its contract with the railway company.

No. 66.—In the matter of the Shore Line Railway.

Complaint was made to the Board that the Shore Line Railway, running between the city of St. John and the town of St. Stephen, in New Brunswick, was unsafe for traffic. The board caused its inspecting engineer to make an examination of the said line of railway, and upon his report, made an order forbidding the running of trains, cars or engines over the railway between certain points named. Against this decision and order a protest was made on behalf of the New Brunswick Southern Railway Company, the company now operating what was and is still known as the 'Shore Line Railway,' upon the ground that the Board had no jurisdiction or authority to direct or enforce the stoppage of trains or the operations of said railway.

The undertaking of the Shore Line Railway Company was, by Act of the Parliament of Canada, chapter 63 of 58-59 Victoria, declared to be a work for the general advantage of Canada, and that Act provided that the Railway Act of Canada should apply to the compay and its undertaking instead of the laws of the province of New Brunswick and the Railway Act of that province.

Later, the Shore Line Company defaulted in the payment of its bonds. Proceedings were taken in the courts of New Brunswick, as a result of which the railway was subsequently sold, and the sale was followed by an Act of the New Brunswick Legislature, chapter 74, 1 Edward VII., incorporating the New Brunswick Southern Railway Company for the purpose of acquiring, holding and operating all or any part of the Shore Line Railway; and also all the capital stock, bonds, rights, franchises, powers and privileges, and properties of the said Shore Line Railway; and by chapter 102 of 3 Edward VII., an Act of the said legislature was passed confirming the deed of conveyance of the property and franchises of the Shore Line Company to the New Brunswick Southern Railway Company.

Judgment June 7, 1904.

Blair, Chief Commissioner (3 Can. Ry. Cas., p. 277):

A railway company incorporated under the laws of a provincial legislature, whose undertaking is afterwards declared to be a work for the general advantage of Canada, is subject to the exclusive control of the Parliament of Canada and the Railway Act applies. No provincial legisature can restore control, legislatively speaking, to the provincial legislature.

No. 220.—Duthie v. The Grand Trunk Railway Company.

This was an application by J. H. Duthie of Toronto, against the Grand Trunk Railway Company for relief on account of its action in detaining three cars loaded with coal at Belleville to enforce payment of charges for demurrage on car service, and, in default of payment, disposing of the coal by private sale and applying the proceeds in payment of the freight and storage charges.

Hearing at Ottawa, June 27, 1905.

Judgment, August 24, 1905.

Kilam, Chief Commissioner (4 Can. Ry. Cas., 305):

The Board of Railway Commissioners is a judicial, as well as an executive body, created to enforce the railway legislation of the Dominion Parliament, but not to supplant or supplement the provincial courts in the exercise of their ordinary jurisdiction. In making orders and regulations under sections 23 and 25 of the Act the board is not to adjudicate in respect to rights arising out of past transactions, but to lay down rules for future conduct. The board is not empowered to award damages or any other relief for any injury caused by an infraction of the Act, e.g., section 214.

Held, that any claim for damages for premature or improvident sale should be prosecuted by action in the provincial courts.

By the tariff of tolls approved by the Governor in Council under the Railway Act of 1888, railway companies were authorized to charge higher tolls than by a special tariff filed under the Act of 1903, which specifically provided for car service or demurrage charges. The latter were also recognized by the classification rules authorized by the Board and in force at the time in question.

Held, that the company not having sought to charge the maximum tolls approved by the Governor in Council (of the nature of a standard tariff) must be understood as having accepted the goods for carriage at lowest rates conditional upon its right to make a charge for demurrage.

Held, that the rate charged was prima facie reasonable and that no order should be made against the railway company.

Re Car Service Rules.

Numerous complaints and objections were presented to the Board respecting charges made by railway companies for demurrage or delay in the loading or unloading of cars by shippers or consignees, and the rules governing such charges.

The practice of railway companies, before the constitution of the Board, was to charge lower tolls on goods in carload lots than for less quantities. This practice was sanctioned by the freight classification and has been followed in the tariffs authorized by the Railway Act, 1903.

It appeared to the Board to be reasonable that railway companies which delivered cars to, or placed them at the disposal of, shippers or consignees, for loading or unloading, should have some means of limiting the time to be occupied in such loading and unloading, and should be authorized to impose a reasonable additional toll on traffic carried at carload rates for any detention or use of the cars or continued occupation of their tracks, beyond such time as would be reasonably required for loading or unloading. It was felt, too, to be important in the public interest as securing the fullest possible use of railway cars, tracks and equipment, that such delays should be discouraged.

With this object in view, and after giving every opportunity which was reasonably possible to the various interests affected to be heard upon the subject, the Board, by order dated January 25, 1906, abolished and disallowed all tolls or charges theretofore charged or imposed by any railway company subject to its jurisdiction, for delay in, or additional time used in, the loading or unloading of cars, whether under the name of demurrage car rental, or car service, or otherwise, and all rules regulating the same, substituting therefor the tolls and rules set out at length in the order. (See Appendix H).

Said order, and the rules therein set forth, came into force and took effect the first day of March, 1906.

No. 42.—The Sydenham Glass Company v. the Grand Trunk Railway Company, Canadian Pacific Railway Company, Lake Erie and Detroit River Railroad Company, Wabash Railway Company, Michigan Central Railroad Company, and the Hamilton, Toronto and Buffalo Railway Company.

This was an application by the Sydenham Glass Company for lower special rates than the special rates agreed to by the railways interested, and which applied on shipments of glassware, bottles, and lamp chimneys from Wallaceburg, Ontario, on the

line of the Père Marquette Railway Company to Toronto, Hamilton, Berlin, London, Ontario, and to Montreal, Quebec.

The original application covered the commodities named both in carload and less than carload lots, but on the hearing it was announced on behalf of the applicants that the application would be restricted to bottles in carloads.

Hearing at Toronto, June 20, 1904.

Judgment of Board, July 30, 1904.

Per Blair, Chief Commissioner (3 Can. Ry. Cas., p. 409):

Bottles in carloads were formerly carried from Wallaceburg to Toronto, Hamilton, Berlin and Montreal at special rates less than the regular basis of fifth class. Upon the Railway Act coming into force on February 1, 1904, these special rates were increased.

It appeared that at the present rates the Glass Company cannot maintain its position in the home market against foreign competiion:—

Held, that the rates should be reduced to the following scale, viz.: to London, 8 cents; to Toronto, Hamilton and Berlin, 13 cents; to Montreal, 23½ cents.

21.—Scobell v. Kingston and Pembroke Railway Company.

Complaint alleged (1) that discriminative rates were imposed on the transportation of cedar lumber, railway ties and poles of all kinds made from cedar, and used for railway purposes; (2) that unreasonable and excessive rates were imposed on the transportation of the telegraph, telephone and trolley poles as compared with rates on lumber, &c.

Hearing at Ottawa, April 26, 1904.

Judgment of Board, July 30, 1904.

Per Blair, Chief Commissioner (2 Can. Ry. Cas., p. 412).

It appeared that an increase had been made in the rates on cedar products without and material change in the rate on common lumber and similar products. This increase was made by the railway company to retard the shipment of cedar products required for its own use.

Held, a discrimination within the meaning of s. 253, s.s. 2,—the railway company ordered to cease from levying rates on cedar products in excess of the rates on other descriptions of lumber and their products. 'Common carriers in making rates cannot arrange them from an exclusive regard to their own interests, but must have respect to the interest of those who may have occasion to employ their services, and must subordinate their own interests to the rules of relative equality and justice.' (Reynolds v. Western N. Y. R. W. Co., 1 I.C. Rep. 685.)

No. 43.—The Sutherland-Innes Company and the Wallaceburg Cooperage Company v. the Père Marquette, Michigan Central, Wabash, Grand Trunk, and Canadian Pacific Railway companies.

This was a complaint against the increase of rates by the railways named on cooperage stock between points in eastern Canada, and more especially to the increase from Wallaceburg and other western Ontario points to Montreal for local delivery and for export.

Hearings at Toronto, June 20 and 23, 1904.

Judgment of Board, July 30, 1904.

Per Blair, Chief Commissioner (2 Can. Ry. Cas., p. 412):

Held, that rates on cooperage stock should not exceed rates on common lumber according to the mileage lumber tariffs of the railways, but such rates when specially reduced on account of water competition, &c., need not necessarily apply to cooperage stock. From points in western Ontario to Montreal, the maximum rate for local delivery was fixed upon the evidence at 16½ cents, and for export, including 'terminal,' at 18 cents per hundred pounds.

No. 48.—Tower Oiled Clothing Company's case.

Application by the Tower Oiled Clothing Company, of Toronto, for a carload rating on oiled clothing, shipped in carload lots.

It appeared that carload shipments had been made from Toronto to Halifax for fishermen's use, and it was alleged that shipments might also be made to the Canadian Northwest for ranchers' use if the application were granted.

Hearing at Toronto, June 28, 1904.

Judgment of Board, July 30, 1904.

Blair, Chief Commissioner (3 Can. Ry. Cas., p. 417):

Held, that although the discrimination involved in the difference between C. L. and L. C. L. rating has received tacit assent, a shipper has not thereby the right to demand a lower rate on carloads, unless possibly he can show that the carload rate demanded would pay reasonably for the service and that a refusal would injure his business. Upon the evidence a third-class rate for carloads of not less than 20,000 pounds from Toronto to Halifax, Winnipeg and Calgary and other points reached by applicants was ordered.

No. 22.—The United Factories (Limited) v. The Grand Trunk Railway Company.

Complaint alleged that a rate of 3 cents per 100 lbs. on logs from Penetanguishene to Newmarket, which the railway company had maintained for a number of years, from 1895 to November, 16, 1903, conditional that the product of the logs should be delivered for carriage to the Grand Trunk Company, was, on November, 16, 1903, increased to 4 cents per 100 lbs., but subject to the same condition.

Hearings at Otawa, April 28 and May 6, 1904.

Judgment of Board, October 10, 1904.

Per Blair, Chief Commissioner (3 Can. Ry. Cas., p. 424):

Held, that since the increased rate is neither unjust, unreasonable nor contrary to some provision of the Railway Act, the application must be refused.

No. 23.—*Re* The Canadian Freight Association and Industrial Corporations.

This was an application by the Canadian Freight Association, on behalf of all the railways in Canada, under subsection 4 of section 275 of the Railway Act, 1903, for permission to make concessions from the current rates on material for construction and machinery for equipment of new industrial plants.

Certain of the railway companies, members of the Association, had been in the habit of granting a reduction of 25 per cent on the rates on such material, &c.

Judgment, October 10, 1904, refusing application.

Blair, Chief Commissioner (3 Can. Ry. Cas., p. 427):

That although the Board is prepared to give due affect to subsection 4 of section 275 of the Act, it must have a separate and distinct application in such case, so as to judge of the effect of its order upon other industries, shippers and dealers.

No. 44.—Ontario Fruit Growers' Association v. Canadian Pacific Railway Company *et al.*

Complaints alleged (1) unreasonable and excessive freight rates on fruits and (2) that the charges for icing in transit were too great.

Hearings at Toronto, June 21, 23 and 24, 1904.

By agreement between complainants and the railway companies, the following modifications were made in the classification: —

(*a*) Apples in boxes less than carloads, from 2nd to 3rd class.

(*b*) Pears in boxes and barrels, L.C.L., from 1st to 3rd class, and in carloads from 3rd to 5th class.

Also the following commodity rates:—

(*c*) On fresh fruits (small), from the fruit districts to points in Eastern Ontario, Quebec, and the maritime provinces, fresh fruit shall be carried at 4th class rates in

carloads of not less than 20,000 lbs. instead of 3rd class rates, and at 2nd class rates in L.C.L. of 10, 000 lbs. and over instead of 1st class rates.

(*d*) And from points in Ontario and Quebec to Winnipeg, Portage la Prairie and Brandon, at fourth-class rates in carloads of not less than 20,000 pounds, instead of third class.

Approved by Board.

Judgment, October 10, 1904.

Blair, Chief oCmmissioner (3 Can. Ry. Cas., p. 430):

Held, that the present system of making fixed charges for icing cars, irrespective of the actual cost of such service, is not based on sound principle, and must be discontinued; that the actual cost of the ice and the placing thereof in the cars should not be exceeded. Pending a decision of the Board upon further consideration as to a reasonable charge, a charge of not more than $2.50 per ton of 2,000 pounds on the actual weight of the ice supplied was, in this instance, authorized.

No. 55.—The Pea Millers' Association v. Canadian Railway Companies.

The Pea Millers' Association complained that the railways charged higher rates from Ontario milling points to the sea-board on split peas for export than they charged on other grain products, such as flour and rolled oats for export.

Split peas for export were formerly carried upon the flour basis. The advance complained of commenced in October, 1902, and was made apparently under pressure. The McMorran Company, of Port Huron, complained to the Interstate Commerce Commission that Canadian railways were carrying split peas for export at the grain product rate, while it had to pay the higher rate of the Michigan roads.

The Michigan railroads opposed any reduction in their rates, and the result was that the rate was advanced on the Grand Trunk and other railways in Canada.

Hearing at Ottawa.

Judgment of Board, October 10, 1904.

Per Blair, Chief Commissioner (3 Can. Ry. Cas., p. 433):

That the former basis of rates must be restored.

No. 124.—In *re* application of the Grand Trunk Railway Company for permission to make reduced rates on coal used for manufacturing purposes.

This was an application by the Grand Trunk Railway Company, under subsection 4, section 275, of the Railway Act, for authority to continue a difference in the rate of freight on bituminous coal of ten cents per ton between certain points on its line of railway, such reduced rates being in favour of the manufacturer as compared with that charged to the dealer or consumer.

The applicant company had been in the habit of allowing a rate of 80 cents per net ton on bituminous coal used for manufacturing purposes at Cobourg, carried from the Niagara frontier to Cobourg while the usual and customary rate was 90 cents on coal carried between the same points for other shippers and used for domestic purposes.

The company justified the difference in the rate on the ground that certain manufacturers in Cobourg would be unable to pay the higher rate and carry on business successfully.

Judgment, October 10, 1904.

Blair, Chief Commissioner (3 Can. Ry. Cas., p. 438):

That no evidence has been offered to sustain this claim; but even if proved, the reduction could not be allowed. The allowance of a reduction in the freight rate on any article of merchandise to one class of shippers, and the refusal of the same rate to another class, is unjust discrimination, and forbidden by section 252.

(Castle v. B. & O. R. W. Co., 8 I. C. Rep., 333, approved.)

No. 56.—The Almonte Knitting Company v. the Canadian Pacific Railway Company and the Michigan Central Railroad Company.

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The Almonte Knitting Company complained that the rates on coal to Almonte from the Niagara and Detroit frontiers were unreasonably high as compared with the rates to Carleton Junction, Ottawa, and adjacent stations. The rate to Carleton Junction, Ottawa, and adjacent stations is $2 per ton from the Niagara frontier, and $2.25 from Detroit, while the rate to Almonte is 40 cents higher, points on the lateral line from Carleton Junction being charged an arbitrary rate above the rate to Carleton Junction.

Hearing at Toronto, June 28, 1904.

Judgment of Board, October 10, 1904.

Blair, Chief Commissioner (3 Can. Ry. Cas., p. 441):

Under certain conditions rates to a point on a branch or lateral line may be higher than to points on the main line, though at a less distance from the junction point; but such rates must not be unreasonable or disproportionately higher than to nearer points on the main line.

Held, that the circumstances warrant a higher rate to Almonte than to Carleton Junction and Ottawa; but as the arbitrary rate to Almonte on 10th class traffic was only 1 cent per 100 pounds (20 cents per ton) it must not be exceeded on coal between the same points.

No. 46.—*Re* metallic shingles.

This was a complaint by the Canadian Manufacturers' Association objecting to the approval by the Board of the Canadian Freight Classification No. 12, which, among other changes and additions, advanced metallic shingles from 7th to 5th class in carloads.

This classification No. 12 was issued by the railway companies in 1903, and superseded all previous classifications. It had never been approved by order in council, but was provisionally sanctioned by order of the Board of July 16, 1904, pending consideration of some of the objections raised.

From January 1, 1884, when the first Canadian joint freight classification was issued, until November 1, 1884, none of these commodities were specially classified; but, on a later date, a circular was issued by the railway companies making certain changes and additions by which, among other things, they placed metallic shingles in packages as L.C.L. 3, C.L. 5. This rating continued in force until March 1, 1883, when a reduction of one class was made, namely to L.C.L. 4 C.L. 6.

In May, 1890, a further reduction was made on carloads, and until March, 1901, the classification stood at L.C.L. 4, C.L. 7.

In March, 1901, the rating was placed at L.C.L 4, C.L. 5.

The complainants set up that these goods were in the 7th class for over ten years; that the change was never sanctioned by order in council; that no substantial reason had been shown for the advance; and that the retention of the previous classification was necessary in order to enable the complainants to compete on fair terms with wooden shingles, siding, &c.

The railway companies claimed that the former classification was a mistake; that the proper class in which to place such commodities was the 5th class; that the plate, which is the raw material used in the manufacture of these articles, was in the 5th class; and that it was both unreasonable and unfair to the railway companies to place the manufactured article in a class for which the rates are lower than those upon the raw material from which the article is made; and, also, that articles of the 7th class were then carried at lower rates than those at which articles of that class were carried when these particular commodities were in the 7th class, and that they should not be obliged to lower their rates on these goods.

Hearings at Toronto, June 23, 24 and 28, 1904.

Judgment, June 29, 1905.

Killam, Chief Commissioner: Held, that the reasonable and fair course would be to establish for these articles commodity rates equal to those at which they were carried immediately before the change of classification in March, 1900.

No. 133.—*Re* St. Pierre & Company and Temiscouata Railway Company.

This was a complaint by George St. Pierre & Co., of Fraserville, Que., alleging that the Temiscouata Railway Company was unjustly discriminating against the complainants in the matter of its freight rates, and applying for an order directing the railway company to revise and lower its freight rates.

Hearing at Rivière du Loup, April 19, 1905.

Judgment, July 5, 1905.

Killam, Chief Commissioner: The rates charged by the Temiscouata Railway Company were not unreasonable in view of the nature of the country which the railway traversed and of its traffic.

The standard freight tariff of the company was identical with the standard tariffs of the Grand Trunk Railway Company, the Canadian Pacific Railway Company, the Canada Atlantic Railway Company, and most of the other railways in the provinces of Ontario and Quebec, an dthe same, also, as that of the Intercolonial Railway between its stations west of Lévis.

The rates charged in the special tariff filed by the Temiscouata Railway Company on various commodities such as are authorized by section 260, subsection 2, of the Railway Act, compared favourably with the joint tariffs on the same commodities issued by the Grand Trunk Railway Company and the Canadian Pacific Railway Company, in the province of Quebec, except such rates as were rendered necessary by competitive conditions and which did not prevail on the Temiscouata, Railway.

The Temiscouata Railway Company had no special commodity tariff for grain and grain products in carloads.

Held, that in accordance with the common practice of other railway companies and in the interest of lumber camps upon or near its line, the Temiscouata Railway Company should prepare such a tariff on an equitable basis.

It appeared that the Temiscouata Railway Company had, previous to July, 1904, a proportional tariff on various classes of goods (according to the Canadian freight classification from Rivière du Loup and Edmundston,on through shipments from points beyond, and it now charges on this through business its full standard rates as on strictly local business, except on some traffic to Edmundston.

Held, that the company should state its reasons for withdrawing this proportional tariff, and on what grounds, if any, it objected to restoring it.

No. 2.—The Brant Milling Company v. the Grand Trunk Railway Company.

This was an application by the Brant Milling Company for an order 'allowing and instructing the Grand Trunk Railway Company to continue' an allowance heretofore made by the railway company for the cost of cartage on flour and feed shipped from the company's mill out of Portland and to Montreal and other points in the eastern part of Canada.

The allowance was withdrawn after the Railway Act, 1903, came into force, and it was claimed that its continuance was necessary to the existence of the applicant's business.

Hearing at Brantford, April 26, 1904.

Judgment, July 13, 1905.

Killam, Chief Commissioner (4 Can. Ry. Cas., 259).

The Railway Act, 1903, requires equality in the tolls charged under substantially similar circumstances, and forbids discrimination between individuals, persons, companies and localities. Sec. 252.

No variation from the authorized tariffs of tolls can be made unless under circumstances or conditions specially provided for in such tariffs or by special tariffs of general application and not discriminating between different localities. Secs. 261, 262.

Held, that the application either for a continuance of the allowance previously made, or for a change in the authorized tariffs of tolls, in favour of the applicant alone, must fail.

Manufacturers' Coal Rate Case, 3 Can. Ry. Cas. 438 referred to; Stone v. Detroit, &c., 3 I. C. Rep. 613; Hezel Milling Company v. St. Louis, &c., 5 I. C. Rep. 57; *re* division of joint rates, 10 I. C. Rep. 681, followed.

No. 222.—Coal rates—Midland to Orillia.

Complaint of F. W. Grant alleging that the rates on coal from Midland to Orillia, Ont., charged by the Grand Trunk Railway Company, are excessive as compared with the rates from Suspension Bridge, Ont., to the same point.

Hearing at Ottawa, June 28, 1905.

Judgment, September 4, 1905.

Killam, Chief Commissioner: The Board has found great want of uniformity in the rates charged by railway companies for the carriage of coal for short distances, and proposes to ascertain, if possible, whether this want of uniformity is unreasonable, or whether some attempt should be made to harmonize the rates for similar distances. In the meantime, as the rate charged by the Grand Trunk Company for the carriage of coal from Midland to Orillia is not, in itself, an unreasonable rate, the Board will not interfere.

No. 263E.—Rates on stone from Stonewall and neighbouring points to Winnipeg.

This was a complaint by E. Williams & Co., A. Patterson & Co., Irwin & Son, and the Winnipeg Supply Company, alleging that the Canadian Pacific Railway Company, by increasing the rate on rubble and crushed stone from the complainants' quarries at Stonewall to Winnipeg from 2¾ cents per hundred pounds to 3 cents per hundred pounds, while continuing the rate of 2¾ cents to the Stony Mountain quarrymen, was unjustly discriminating against the complainants, and applying for an order (*a*) directing the railway company to restore the former rate of 2¾ cents from the complainants' quarries, or (*b*) fixing some other rate as a uniform rate from all the quarries on the Teulon branch.

Hearing at Winnipeg, September 13, 1905.

Judgment, November 23, 1905.

Killam, Chief Commissioner: In view of the facts that the traffic from Stonewall was carried for many years at the lower rate; that the railway company itself made its first rate from Gunton to Winnipeg the same, and that a promise had been made by the second vice-president of the company to some of the complainants that the 2¾ cent rate from Rockspur to Winnipeg would be protected, the Board was of opinion that that rate was a reasonable one. That opinion was strengthened be reference to the rate of 2½ cents per 100 pounds charged by the same railway company for carriage of similar traffic from Milton, Campbellford, Credit Forks, Schaw and Orangeville to Toronto, at distances varying from 33 to 49 miles. (Stonewall is 20 miles, Rockspur 34 miles from Winnipeg.) The question of the propriety of the rates from Stony Mountain to Winnipeg should not now be considered.

Held, that a higher rate than 2¾ cents from Gunton, Rockspur and Stonewall was unreasonable, and that an order would go directing the disallowance of the 3 cent rate and the restoration of the 2¾ cent rate.

No. 8.—The Niagara, St. Catharines and Toronto Railway Company v. the Grand Trunk Railway Company.

This was an application by the Niagara, St. Catharines and Toronto Railway Company, under section 177 of the Railway Act, 1903, which empowers the Board to order that a junction may be made of the tracks of one company with the tracks of another company, upon such terms, at such places, and in such manner as the Board may determine, to intersect with its line the railway of the Grand Trunk Railway

Company, called the Allanburg branch line or cut-off, to form a junction with the Grand Trunk Allanburg branch line at Stamford.

The evidence disclosed the fact that an agreement had been entered into between the Grand Trunk Company and the Wabash Railroad Company—the application was, in fact, a joint one by the Niagara, St. Catharines and Toronto and the Wabash Company—under which the Grand Trunk Railway granted the Wabash Company the joint user in common with itself of the Allanburg branch for a term of twenty-five years, and that the Wabash Company was then in use and possession of the said Allanburg branch jointly with the Grand Trunk Company upon the terms and conditions contained in the memorandum of agreement.

Hearing at Ottawa, March 8, 1904.

Judgment, April 5, 1904, granting order applied for.

Blair, Chief Commissioner (3 Can. Ry. Cas., p. 256):

The object of the Railway Act (sections 177, 253 and 271) is to insure that all reasonable and proper facilities for the handling, forwarding and interchange of traffic shall be afforded to the shipping public. For this purpose the Board may, without the sanction and against the will of a railway company, permit a junction to be made with its line by another railway where in the opinion of the Board such junction is reasonably necessary in the public interest and in the interest of traffic in the district through which the railway passes. The parties to a lease of a railway cannot by stipulation between themselves restrict the powers or discretion of theBoard to authorize such a junction.

No. 9.—The Niagara, St. Catharines and Toronto Railway Company v. the Grand Trunk Railway Company.

Application by the Niagara, St. Catharines and Toronto Railway Company to rescind an order of the Railway Committee of the Privy Council, approving of the place of crossing by the branch line of the Grand Trunk Company's main line at Merritton to the paper and cotton mills in that village, of the main track of the Niagara, St. Catharines and Toronto Railway.

It was alleged in support of the application that the conditions imposed upon the Grand Trunk Railway Company, and upon which that company was allowed to make the crossing, had not been complied with—that the Grand Trunk Railway Company has not paid, but has refused to pay compensation for the lands of the applicant company, which are occupied by the crossing and with its switches and sidings by the Grand Trunk Company under the said order of the Railway Committee.

Hearings at Ottawa, March 11 and 22, 1904.

Judgment, April 5, 1904.—Application refused.

Blair, Chief Commissioner (3 Can. Ry. Cas., p. 263):

Where two railway companies differ as to the nature and extent of the protection prescribed by an order of the Railway Committee to be furnished at a crossing of two railways, and one company voluntarily provides the additional protection which it claims the other company should supply according to the terms of such order, the Board will not, by an ex post facto order, direct the payment by the other company of the expenditure thereby incurred, and in default of payment order that the crossing be discontinued. In such cases the proper course is to apply to the court for an interpretation of the order.

The order of the Railway Committee directed that an interlocking signal system and all the necessary works and appliances for properly operating the same be provided at such crossing.

Held, that derails do not form part of the appliances required by such order, and a permanent watchman is not necessarily required.

Compensation is not allowed (1) for the use of the land of the senior company occupied by the crossing tracks of the junior company where no substantial injury is done to the lands of the senior company; nor (2) for interference with the business of

the senior company, or for any other delays in the use of its railways due to precautions taken in the use of the crossing required for public safety. (S. 177, Railway Act, 1903.)

City of Toronto v. The Grand Trunk Railway Company and the Canadian Pacific Railway Company.

This was an application to the Railway Committee of the Privy Council made in June, 1900, by the city of Toronto for an order to authorize and ratify the construction and maintenance of the overhead bridge adjoining York street, in the city of Toronto, and crossing overhead the railway tracks on the Esplanade, and directing the terms as between the city and the two railway companies according to which the costs of the works were to be borne by the respective parties, pursuant to secs. 187 and 188 of the Railway Act, 1888.

The construction of this bridge, known as the York street bridge, was provided for by the 7th and 8th clauses of the Esplanade tripartite agreement, dated July 26, 1892, confirmed by Dominion statute 55 and 56 Vic., chap. 48.

The application not having been disposed of before the Railway Act, 1903, came into force, was heard by the Board on May 27, 1904.

By the said Esplanade agreement, the Canadian Pacific Railway Company agreed to build a highway over the tracks of the railway companies—the portion of the cost to be borne by each to be settled by arbitration or paid equally by the C.P.R. and the city, in case the Grand Trunk Railway was found to be exempt from, or entitled to, indemnity against liability for any portion of the cost.

The rights of the Grand Trunk Railway as to such exemption or indemnity were, by the agreement, to be decided by the submission to the court of a special case between the city and the Grand Trunk Railway.

After the bridge was built, and while an action brought by the city against the railway companies, in lieu of the special case, was pending, this application was made.

Judgment, August 19, 1904.

Blair, Chief Commissioner (4 Can. Ry. Cas., p. 62):

Application refused, the question involved not being of a public nature, but the settlement of a dispute of a private nature, which the parties, by their agreement, had left to be settled by the courts.

(The Merritton Crossing Case, 3 Can. Ry. Cas., 263, followed.)

No. 238.—James Bay Railway Company v. Grand Trunk Railway Company.

This was an application by the James Bay Railway Company, under section 177 of the Railway Act, 1903, for leave to place its tracks across the tracks of the Midland Division of the Grand Trunk Railway Company at a point near Beaverton, in the township of Mara, Ontario.

At the time the application was made and for several years previous thereto, the Grand Trunk Railway Company had a single track at the proposed point of crossing, and up to the time of the hearing that company had never suggested that it intended to lay down any other than the one track.

The matter was heard at Ottawa on August 29, 1905, and an order issued as of that date authorizing an undercrossing at the point named. The order provided that for the purpose of the crossing the Grand Trunk Railway should, at the expense of the James Bay Company, raise its tracks for such distance on each side of the crossing as the chief engineer of the Board should consider necessary to provide a proper grade and to such height (not exceeding two feet) over the then level of the tracks as the chief engineer should require. The order also provided that the masonry work of the undercrossing should be sufficient to allow of the construction of an additional track by the Grand Trunk Railway Company.

From this order the James Bay Company appealed to the Supreme Court of Canada on the question whether, under section 177 of the Railway Act, 1903, or other-

wise, the Board had jurisdiction to make the order, in so far as it directed the masonry work of the undercrossing to be sufficient to allow of the construction of an additional track on the line of the Grand Trunk Railway. Company.

Appeal dismissed: 37 S.C.R. 372.

Later, by petition, dated May 8, 1906, the James Bay Railway Company appealed to His Excellency the Governor General in Council, under subsection 2 of section 44 of the Raliway Act, 1903, to vary the said order of August 29, 1905, by striking out the provisions requiring the James Bay Company to provide for a second track of the Grand Trunk Rialway Company.

This petition was also dismissed by order of the Privy Council, dated May 31, 1906.

No. 271.—Preston and Berlin Street Railway Company v. the Grand Trunk Railway Company.

This was an application by the Preston and Berlin Street Railway Company, under section 177 of the Railway Act, 1903, for leave to cross the tracks of the Grand Trunk Railway Company at Caroline and Erb streets, in the town of Waterloo, Ontario.

In order to avoid the crossings applied for it was suggested at the hearing, on behalf of the town, that the Board should exercise the power it was alleged to possess under section 187 of the Act, and direct the Grand Trunk Railway Company to move its tracks so as to allow sufficient space for the running of the applicant company's line between Mr. Seagram's property and the line of the Grand Trunk Railway.

Hearing at Toronto, November 7, 1905.

Judgment, Killam, Chief Commissioner: The application to be dealt with at the present time is simply one to allow the two crossings at Caroline and Erb streets, and in the public interests the application must be refused. The Preston and Berlin Railway Company previously applied to the Board for leave to use a small portion of the Grand Trunk Railway Company's land in order to dispense with the crossing. The company was incorporated solely under the provincial laws, and the provision in the Railway Act giving the Board power to authorize the use by one company of the railway tracks or the land of another, applies only to a railway within the authority of the Board, authorized by Act of the Dominion Parliament, or a work declared to be for the general advantage of Canada.

The suggestion that the Board attempt to exercise a power to compel the railway company, which already had a crossing over the streets, to move that crossing, not for the protection of the public, but as a matter of convenience to another railway, might be worthy of some consideration, but does not arise on the present application.

The town might succeed in an application to have the tracks of the Grand Trunk Railway Company moved and have the highway extended so as to cover the land of the Grand Trunk between the corner of the Seagram building and the tracks and a portion of it that is not already a highway. I would not say what view the Board would take of it, nor how far it could be done with safety apart from the question of its being a proper exercise of the power under that section 187 that has been referred to. If the town wishes to do that they should make an application.

Later the application was renewed at the town of Waterloo, after the Board had an opportunity of examining the locality.

Judgment, Chief Commissioner: The Board finds that the inspection recently made of the locality has only confirmed its previous view that the crossings ought not to be allowed to be made; that the only apparent reason for such crossings is to enable the electric railway company to use property on which it desires to have its terminal station and yard, and that the Board does not consider this a sufficient reason for adding these two additional crossings so close together, and upon such a curve, to the other sources of danger in Waterloo; that the fact that the railway company has

chosen to so locate its terminal property, or that the council of the town of Waterloo is unwilling to alow the electric railway company to place its tracks on other streets does not seem sufficient to force the Board, in the exercise of the discretion conferred upon it by law, to a different conclusion than that which it deems proper in the public interest; that the Board regrets that the Grand Trunk Railway Company does not see fit to allow the electric railway company sufficient space for the running of its cars between Mr. Seagram's property and the line of the Grand Trunk Railway, but that the Board finds that it has no authority to compel the Grand Trunk Railway Company to allow the Preston and Berlin Company the use of any portion of the land of the Grand Trunk Railway Company.

This being so, any change in the line of the Grand Trunk Railway Company at the street crossings would be of no benefit to the Preston and Berlin Company.

No. 307.—Chatham, Wallaceburg and Lake Erie Railway Company v. Canadian Pacific Railway Company.

This was an application by the Chatham, Wallaceburg and Lake Erie Railway Company, under section 177 of the Railway Act, 1903, for leave to cross the tracks of the Canadian Pacific Railway Company, lessee of the Ontario and Quebec Railway Company, at William and Raleigh streets, in the city of Chatham, Ontario.

By agreement made in 1888 between the town of Chatham and the Ontario and Quebec Railway Company, the company agreed to maintain on two streets gates and watchmen where the railway crosses the highway, and to permit crossings to be made over four streets by the Chatham Street Railway Company and such other companies or corporations as the town might from time to time authorize to consruct and run street railways in Chatham.

By by-law of the city of Chatham passed in 1905, the Chatham, Wallaceburg and Lake Erie Railway Company (incorporated by Act of Parliament of Canada, 3 Edw. VII., ch. 105) was authorized to lay down and construct a street railway in Chatham and was given extensive privileges of running passenger and freight cars by electric power on certain streets, including those crossed by the Ontario and Quebec Railway Company.

Hearing at Chatham, December 7, 1905.

Judgment, Killam, Chief Commissioner (5 Can. Ry. Cas., p. 175):

Held, that the applicants, although possessing greater powers than an ordinary street railway company, came within the terms of the agreement of 1888 as being a company authorized to construct and run a street railway in Chatham.

Held, also, that the consent of the railway company in the agreement of 1888, to permit crossings for street railway purposes did not amount to a consent to permit crossings for all purposes, nor require it to bear the cost of any extra precaution necessary in consequence of a street railway or other railway being built across its line, and that the extra expense incurred ought to be borne by the applicants.

No. 25.—City of Ottawa v. the Canada Atlantic Railway Company and Ottawa Electric Railway Company.

This was an application by the city of Toronto, made on October 8, 1905, to the Railway Committee of the Privy Conucil for an order directing the construction by the Canada Atlantic Railway Company of a subway under its tracks on Bank street and apportioning the cost of such work between the Canada Atlantic Railway Company and the Ottawa Electric Company. The application was transferred to the Board after the coming into force of the Railway Act, 1903.

The Ottawa Electric Railway Company, whose undertaking was declared by the Parliament of Canada a work for the general advantage of Canada, was authorized by order of the Railway Committee of the Privy Council, to cross the tracks of the Canada Atlantic Railway Company on Bank street, and by agreement the expense of protecting the crossing was borne equally between the two companies.

By an agreement dated June 20, 1893, between the city of Ottawa and the Ottawa Electric Railway Company, provision was made for the construction and operation of the works of the company over certain streets (including Bank street) of the city of Ottawa for a period of thirty years from the date of agreement. Under this agreement the company was obliged to pay the city annually the sum of $450 per mile of street occupied by its tracks for the first fifteen years, and the sum of $500 per mile thereafter.

By another clause in the agreement the company undertakes to pay $1,000 per mile on streets which are permanently paved. The agreement also provides that in the event of the city desiring to alter the grade of any street, it shall be entitled to do so without being liable to the company for any damage which it might sustain by reason of the interruption of traffic.

Hearing at Ottawa, April 11, 1905.

Judgment, July 13, 1905. Per Killam, Chief Commissioner (5 Can. Ry. Case, p. 127):

Held, that the city corporation should contribute equally with the steam railway company to the cost of the work.

Also, that the Electric Street Railway Company should likewise contribute to the cost of the work.

Ordered, that the cost of construction of the subway, including compensation for land damages, be borne by the parties in the following proportions: three-eighths by the city corporation, three-eighths by the steam railway company, one-quarter by the Electric Street Railway Company.

Leave was granted by the Board on the application of the Ottawa Electric Railway Company to appeal to the Supreme Court of Canada from its order upon the following questions of law:—

1. Whether by reason of the terms of the agreement between the Ottawa Electric Railway Company of the city of Ottawa, dated June 28, 1893, the Ottawa Electric Railway should have been ordered to contribute to the cost of the work thereby ordered to be constructed.

2. Whether the Ottawa Electric Railway Company was entitled under said agreement, to have the city of Ottawa furnish to the Otawa Elecric Railway Company, for the use of the said company in the exercise of its running powers, a street or highway known as Bank street, including that portion of the said street where it is crossed by the tracks of the Canada Atlantic Railway Company (either with the exising grade or with a changed grade as proposed), upon terms as to payment or compensation as laid down in the said agreement, and whether if such was the effect of the said agreement, the Ottawa Electric Railway Company should have been ordered to contribute to the cost of the work, thereby ordered to be constructed.

Held, that the electric company was a company 'interested or affected' in or by the said work within the meaning of section 47 of the Railway Act, 1903, and could properly be ordered to contribute to the cost thereof (37 S.C.R. 354).

No. 200.—*Re* Canadian Pacific Railway Company's branch east of the Don, Toronto.

This was an application by the Canadian Pacific Railway Company, as lessees of the Ontario and Quebec Railway Company, under section 175 of the Railway Act, 1903, for authority to construct a branch line of railway along the east side of the river Don, in the city of Toronto.

Hearing at Toronto, April 27, 1905.

Judgment, August 15, 1905, refusing application.

Killam, Chief Commissioner: It was not shown to the satisfaction of the Board that such a branch was 'necessary in the public interest, or for the purpose of giving facilities to business,' as required by subsection 4 of section 175 of the Railway Act, 1903.

The legislature had committed the interests of that part of the city, in a large measure, to the civic authorities. The Board felt that it should not interfere with the exercise of their discretion except for grave reason, and that it should be left largely to them to decide whether any, or what, railway company should be allowed to construct a branch in that neighbourhood.

It did not necessarily follow that authority would be given to any company chosen by the city, but the fact that the city agreed to the building of such a line would tend to establish its importance, and the city's choice would have great weight provided the terms appeared to the Board to properly safeguard the interests of other railway companies as well as those of the public.

No. 257.—Grand Trunk Pacific Railway Company v. Canadian Pacific Railway.

The Grand Trunk Pacific Railway applied under section 123 of the Railway Act, 1903, for an order approving the location of a section of the main line of its railway from Portage la Prairie to the Little Saskatchewan river, in Manitoba.

The route map was approved by the Minister of Railways, as required under section 122 of the Railway Act, 1903, and by the Governor in Council.

It was objected on behalf of the Canadian Pacific Railway Company that the continuation of the proposed location of the applicant company's line to the boundary between Manitoba and the province of Saskatchewan would be within a very short distance, 9 or 10 miles, of the Pheasant Hills and Manitoba and Northwestern branches of the Canadian Pacific Railway Company, which was contrary to the intent and purpose of parliament as indicated by the Act incorporating the applicant company, which required the applicant company to keep a distance of approximately 30 miles from other roads, and which involved, therefore, a very important question of law, namely, as to the true construction and interpretation of the incorporating Act, and upon which the Board might desire the opinion of the Supreme Court.

Hearing at Ottawa, September 4, 1905.

Judgment, September 4, 1905.

Chief Commissioner: It does not seem to me that there is any question of law involved in this case. The company obtained a special Act authorizing it to build a line of railway between certain points. Parliament has authorized that to be done, and it is not for this Board to say that it shall not be done.

The Railway Act, which by its terms is to be read as one with the special Act, requires the approval by the minister of the route of the railway. After the minister has approved it, the route is to be deemed the route that the railway is to follow, and it cannot be altered except by the minister himself. The Board has no arbitrary power to refuse to accept location plans which have been approved by the minister. After such approval the proper attitude for the Board to assume is to consider that there is a company empowered by parliament to construct a railway upon the route so approved. The Board has no right to say that the line shall not be built on that route. It must treat the location plans merely as plans of a part of the line according to that route located, and all it can say is as to whether the detailed location along that route shall be adopted or shall not.

There might be reasons why it should vary this a litle one way or the other and still conform to the general route the minister has authorized.

Although the Board should be very chary about questioning the minister's view, still it might not be found approving that location if it believed that the minister had taken a wrong view of the law, and that he had no power to authorize or sanction the route under the special Act of the railway company. A question of that kind is raised here. There is, to my mind, however, no doubt whatever that the Grand Trunk Pacific Company has authority to build on the route that has been chosen, and that the minister has authority to sanction that route.

The company is by its Act given power to build railways from Moncton to the Pacific coast and certain points are specified through which it has to pass. The minister would be bound by this.

The clause referred to as creating a limitation as to the route in the Northwest Territories does not bind the Governor in Council to anything as a matter of law. In the first place, it requires the location to be approved by the Governor in Council, and it says that he is to have regard to a certain principle; that he shall have regard to that principle except for the purpose of reaching common points. There is one exception. Then it says, or for other satisfactory reasons. That leaves it open to the Governor in Council to say what are the satisfactory reasons. It says further that such location shall, as far as practicable (another exception), be constructed at such distance, generally not less than thirty miles from any other main line of railway, as the Governor in Council may deem reasonable. There is no limitation, in fact, as to the thirty miles. It is a suggestion thrown out by which the Governor in Council may, to a certain extent, feel himself bound to act. The very fact that some portion of the line is picked out, and certain considerations are pointed out to guide in the approval of that particular location, would indicate that the rest of the route is left open, as it would be to any other railway company under the general Railway Act, and its special Act, when the latter has no particular limitation as to route.

Held, that there is not sufficient in the question of law raised to cause the Board to submit the question to the Supreme Court before acting in the usual way, and that the orders should issue approving the plans.

No. 25.—Application of the Grand Trunk Railway Company, under section 139 of the Railway Act, 1903, for authority to take certain additional lands lying north of the Esplanade and between Yonge and York streets, in the city of Toronto, and for the settlement of the minutes of the order therein.

On April 19, 1904, an extensive fire took place in the business portion of the city of Toronto. On May 4, 1904, before proceedings had been taken by any land-owner to rebuild, this application, which included a portion of the burnt property, was made. A further application, covering more of the burnt property, was afterwards made on August 10, 1904.

The application was in the terms of the statute, to permit the applicants to expropriate the lands burnt over and other lands . . . . . for the purpose of the 'convenient accommodation of the public and the traffic on its railway.' The result of the application was that none of the owners affected had completed any work on the ground looking towards a restoration of the buildings which had been burnt.

Two important points raised at the hearing were:—

First, as to the durisdiction of the Board. It was claimed that sufficient ground was not laid, under section 139 of the Railway Act, to enable the Board to entertain the application.

Secondly, as to the question of compensation to those interested in the land proposed to be taken.

Hearings, May 26, July 22, December 9, 1904, and January 5, 1905, at Ottawa, and December 22 and 23, 1904, at Toronto.

Judgment, February 23, 1905.

Killam, Chief Commissioner (4 Can. Ry. Cas., p. 290):

The Board may consider not merely the traffic coming to the station on the railway of the applicants immediately or from a distance, but also future traffic on the railway and the future accommodation of the public.

In dealing with the question of compensation, the Board may require the applicants to do any act whatever, including the payment of money, in addition to the compensation ordinarily allowed under the statute, but any such additional compensation should be allowed only under very peculiar circumstances.

Held, that compensation should not be paid to the owners for business losses sustained since the fire and during proceedings taken before the Board for leave to expropriate, but interest from the date of the original application for such leave was allowed.

Bernier, Deputy Chief Commissioner (dissenting): The principles upon which compensation should be allowed are fixed by the Railway Act, and the Board has no power to order payment of compensation for any other damage than that which the statute allows in the ordinary case of expropriating lands under the Railway Act.

Mills, Commissioner (dissenting): That compensation can be allowed under section 139, for business losses sustained while an application for leave to expropriate is pending, and that this was a proper case for allowing damages for such losses.

No. 183.—In *re* Grand Trunk Railway Company and cities of St. Henri and Ste. Cunegonde.

The Grand Trunk Railway Company applied for authority to expropriate, for the purpose of yard room, land owned by the cities of St. Henri and Ste. Cunegonde, in the province of Quebec.

Hearing at Otawa, February 14, and at Montreal, February 22, 1905.

Judgment, May 2, 1905.

Killam, Chief Commissioner (4 Can. Ry. Cas., p. 277):

Under sections 118 and 139 of the Railway Act, 1903, railway companies may expropriate the lands of municipal corporations used by them for municipal purposes.

No. 204.—Reid v. the Canada Atlantic Railway Company.

This was an application under section 186 of the Railway Act, 1903, by a private individual, to compel the Canada Atlantic Railway Company to make and maintain highway crossings over or under the line of railway at points adjoining lands of the applicant, and was based upon an alleged agreement between the applicant and the railway company, claimed to have been made by Mr. J. R. Booth on behalf of the railway company.

The existence and alleged terms of the agreement were disputed as well as the authority of Mr. Booth to bind the company in that respect. The railway was constructed through the lands of the applicant, and the right of way acquired from him. He afterwards laid out into town lots, with intersecting streets, laids adjoining the railway, and the application was to have certain of these streets carried across the line of railway.

The municipality had passed a by-law purporting to establish as public highways such streets without complying with section 632 of the Municipal Act, R.S.O. 1897, chapter 223.

It was objected that the applicant had no *locus standi* to be heard on such an application, which should be made by the municipality only, and that no such highway can be opened across the line of railway without the previous enactment of a by-law of the municipality to that effect, after fulfilment of these formalities.

Hearings at Ottawa, May 16 and June 6, 1905.

Judgment, June 9, 1905.

Killam, Chief Commissioner (4 Can. Ry. Cas., p. 272):

1. Under section 186, either a railway company or other parties may apply for leave to the railway company, and possibly in some cases to other parties, to construct a highway.

2. The by-law of the municipality was imperative to establish a highway across the railway against the will of the company.

3. The Surveys Act, R.S.O. 1897, ch. 181, sec. 39, cannot create highways across the land of a railway company or give any right to the applicant to have his streets extended across the railway.

4. A railway company may, with the leave of the Board, lay out and dedicate portions of its right of way for use as highways which the municipality could accept without passing a by-law for that purpose.

5. The applicant is only entitled to order from the Board authorizing the railway company to lay out and construct such highways. The by-laws of the municipality may be considered an acceptance of such highways.

6. The Board does not enforce specific performance of such agreements. It is not empowered to compel the railway company to construct the highway at the instance of the applicant.

7. As no other court or authority than the Board can legally allow the railway company or any other person to construct the highway, the application should proceed for the purpose of enabling the Board to determine whether it will give this permission.

No. 191.—Guelph and Goderich Railway Company v. Grand Trunk Railway Company.

This was an application by the Guelph and Goderich Railway Company, under section 137 of the Railway Act, 1903, for authority to take possession of, use and occupy land of the Grand Trunk Railway Company at Goderich.

The land sought to be taken was a portion of a strip along the harbour of the town of Goderich upon the waterside of which the Grand Trunk Railway Company had a number of tracks and other improvements. The particular portion applied for was not occupied by the tracks or used in any way by the Grand Trunk Railway Company, but that company claimed that it would be likely to require, in the future, for its business at that point, two additional sets of tracks upon the land in question.

The applicant company desired to take and use not only the portion absolutely required for its tracks, but also a further strip for support.

The Board's Chief engineer reported that one additional track would meet all the reasonable requirements of the Grand Trunk Railway Company for the future and that the quantity he recommended that the Guelph and Goderich Railway Company be authorized to take was the least that would be reasonably required for its tracks and their support.

Hearing at Ottawa, March 21, 1905.

Judgment, July 17, 1905.

Killam, Chief Commissioner: Railway companies have been granted by the legislature very great powers to take property without the consent of the owners. In the exercise of these powers they frequently cause serious discomfort and inconvenience to individuals, and in many cases deprive parties of property urgently needed for business purposes.

Section 137 of the Railway Act, 1903, places railway companies under liability to be subjected to similar treatment to that which, by the general expropriation clauses of the Act, they are empowered to mete out to private individuals.

Parliament desires that the way should be kept clear for the construction of additional railways, and that existing railway companies should not be allowed to monopolize the lands advantageously situated for railway purposes at any particular point.

The Board is empowered by this legislation to authorize one railway company to occupy and use the lands of another, even to the serious loss and detriment of the latter. Due compensation being made therefor care should be taken to avoid such injury, except where the public interest imperatively requires it.

It is difficult to estimate in advance the probable requirements of the distant future. On such applications endeavour should be made to allow for future development; and, if it can be avoided, encroachment upon the property likely to be reasonably required for the purposes of the existing railway should not be authorized. On the other hand, the Board must guard against the use by an existing railway company of an exaggerated estimate of its probable requirements for the purpose of placing at a disadvantage an incoming competitor.

It has not been shown that there is any need of even the one additional track for the purposes of the business of the Grand Trunk Railway Company in Goderich 'If that time should ever arrive the Board, or such body as shall then exercise its 'If that time should ever arrive the board, or such body as shall then exercise its present authority, can make such provision as may seem meet.'

Held, that order should go authorizing the Guelph and Goderich Railway Company to take possession, use and occupy the lands estimated by the engineer of the Board to be required for its purpose, such compensation therefor to be paid by that company as shall be fixed by agreement between the two companies, or, in case they cannot agree by the Board.

Held, also, that while the Board has the power to rescind or vary any of its orders, this order should expressly provide that it is subject to be varied or rescinded by the Board; thus the parties will have full notice that such change may be made as future developments shall require.

No. 249.—Preston and Berlin Street Railway Company v. Grand Trunk Railway Company.

The Preston and Berlin Street Railway Company applied, under section 137 of the Railway Act, 1903, for authority to take possession of, use and occupy so much of the lands of the Grand Trunk Railway Company's right of way at the crossing of Caroline and Erb streets, in the town of Waterloo, as is necessary for the applicant company's crossing at these points.

The Preston and Berlin Company was incorporated by letters patent under the great seal of the province of Ontario.

Hearing at Ottawa, August 29, 1905.

Killam, Chief Commissioner: Section 137 gives to a company, if the Board authorizes it, the power to take and use the land of a railway company. The words 'the company,' referred to in that section means a railway company within the legislative authority of the Parliament of Canada.

The Board has no jurisdiction to authorize the taking of the lands applied for.

No. 318.—Bertram & Sons' application—branch line.

This was an application by John Bertram & Sons, Ltd., of Dundas, Ontario, for an order directing the Hamilton and Dundas Street Railway Company and the Toronto, Hamilton and Buffalo Railway Company, or one of them, to construct and maintain a branch line from the railway of the Hamilton and Dundas Street Railway Company from Hatt street, in the town of Dundas, to the lands and premises of the applicants.

The Hamilton and Dundas Street Railway Company was incorporated by Act of the legislature of the province of Ontario, and its railway was never declared by the parliament of Canada a work for the general advantage of Canada.

The contention on behalf of the applicants was that section 7 of the Railway Act, 1903, gave the Board jurisdiction.

This section provides that 'every railway, steam or electric street railway or tramway, the construction or operation of which is authorized by a special Act passed by the legislature of the province, now or hereafter connecting with or crossing a railway which, at the time of such connecting or crossing, is subject to the legislative authority of the parliament of Canada, is hereby declared to be a work for the general advantage of Canada in respect only to such connection or crossing, or to through traffic thereon . . . . .'

The Toronto, Hamilton and Buffalo Railway Company is subject to the legislative authority of the parliament of Canada.

Hearing at Toronto, December 11, 1905.

Judgment, December 11, 1905.

Killam, Chief Commissioner: These provincial railways are declared to be works for the general advantage of Canada in respect only of the making of the physical connection, the crossing of one by the other, and the through traffic between them. That does not include the making of sidings or the giving of facilities for traffic.

Its purpose is to make those railways authorized by the provincial legislatures subject to the Dominion Railways Act in respect of certain matters only, and not to make the whole of these railways, after they have once been connected, and become in one sense a connection of a Dominion railway, wholly subject to the Act for all purposes.

Held, that the Hamilton and Dundas Street Railway Company was not within the Board's jurisdiction and that the Board has no power to make an order directing it to give a siding.

No. 264. The Canadian Pacific Railway Company v. the township of North Dumfries.

Application by the Canadian Pacific Railway Company for authority to construct and operate railway tracks for a term of years over the present line of a highway in the township of North Dumfries, Ontario, to close to public traffic a portion of such highway, and to open in lieu thereof a new road.

The company had a spur track running from its main line at Ayr to a mill, and from this spur line sidings were run into a ballast pit, crossing in their course the highway in question.

Arrangements had been made with the owners of lands adjoining the gravel pit on one side of the highway and adjoining the company's mill spur on the other side of the highway, for the acquisition of further lands containing gravel; and the company desired to excavate farther back into the side of the hill to a depth much below the level of the highway, and for that purpose to cut away the soil of the highway a similar depth, and also for a period of fifteen years to divert the highway so that it would run around the company's land and be crossed on one side by the spur leading from the station at Ayr to the mill and gravel pit.

It was objected that the Railway Act did not authorize the diversion of a highway except for the purpose of its being crossed by or carried opposite the main line of the railway.

Hearing at Galt, November 6, 1905.

Judgment.

Killam, Chief Commissioner: Gravel is necessary for properly ballasting a line of railway and keeping it in a proper state of efficiency. The ordinary method of obtaining such gravel for use on a line of railway is to construct spurs or sidings to points where the gravel is to be obtained, and to carry it therefrom by railway locomotives and cars to the line on which it is to be used.

Section 141 shows that the acquisition of lands on which gravel is to be found, and the construction thereto of our spur lines, are within the powers intended by parliament to be exercised by a railway company.

Where the railway company can acquire the lands containing the gravel, and have a right of way thereto, it is not necessary to take the steps prescribed by section 141. For the purposes of such spur line, the railway company can exercise the powers for the diversion of highways given by the Act, as well as for the purpose of the construction and operation of the main line of railway.

In order to the proper excavation of the gravel pit to the depth to which the gravel goes, and for the proper operation of gravel trains, the railway company requires to cut through the highway more than once. A single cutting across the highway of the ordinary width for one track, would be insufficient. In order to keep the highway on its present site in a fit state for travel a long bridge or series of bridges would be necessary.

The railway company, in lieu thereof can properly be authorized to divert the highway at this point for the period of time estimated by it to be necessary for the purpose of exhausting the gravel pit.

By the municipal law of Ontario, the municipality in which the highway is situated is entitled to dispose of gravel in the soil of a public highway, and to maintain trespass against any person taking the same. The railway company does not desire to deprive the municipality of the gravel in the soil of the highway, and is willing to restore the site of the highway to a satisfactory condition for public travel at the conclusion of its operations.

Section 2, subsections (s) and (bb), 118, 119, 141 and 186 of the Railway Act, 1903, referred to.

Held, that the diversion should be allowed upon proper terms for safeguarding the interests of the municipality and of the public.

No. 263*b*.—T. D. Robinson & Son v. The Canadian Northern Railway Company.

This was an application by T. D. Robinson & Son, of the city of Winnipeg, for an order directing the Canadian Northern Railway Company to replace the siding wrongfully taken up by it from the applicant's property immediately adjoining the station and main line and yards of the said railway company, in the said city of Winnipeg, or any such other part of the applicant's yard as to the Board may seem just; or, in the alternative, that general delivery of all freights consigned to the applicants be made to the siding at present erected close to the applicants' yards, and for such other relief as to the Board may seem just.

The applicants were owners of lands immediately adjoining the main line passenger station and the yards of the railway company in the city of Winnipeg, and formerly had a private siding extending from a point of their land into the station yards of the company and connecting with the railway. The siding was constructed and owned by the railway company, who had, however, acquired no title to any part of the land of the applicants on which the said siding was placed.

The railway company later took up the siding, alleging, as a reason, that it was inconvenient for them to continue the use of it to the applicants, and as a result this application was made to the Board.

It was objected, on behalf of the railway company, that the Board had no jurisdiction to make an order as applied for; that the only section of the Railway Act empowering the Board to order the construction of spur lines is 176, and unless the parties should consent to an order made with any other provisions, the Board would be limited to making this order strictly in accordance with the provisions of that section.

Hearing at Winnipeg, September 11, 1905.

Judgment, January 6, 1906.

Killam, Chief Commissioner: In taking from the applicants the siding and railroad connection formerly enjoyed by them, the railway company deprived the applicants of reasonable facilities which the company should be directed to restore.

The applicants did not apply under section 176 of the Railway Act as owners of an industry for an order to compel the company to construct a branch or spur line. Their lands adjoins the railway yard of the company, and no order was necessary to enable the railway company to construct a line upon its own land to the boundary line between its property and that of the applicants, or to make connection at such boundary line with a siding upon the applicants' land and transfer cars to and from such siding.

The siding and connection, and the privilege of loading cars and delivering goods for carriage on such a siding and of receiving and unloading goods by means thereof, may properly be required as facilities within the Act.

While the Board does not hold that the railway company should be made to furnish similar facilities to every applicant, in view of the previous supply of the same

to the applicants and of the company's practice in freely furnishing such accommodation to those engaged in the same and other branches of business, as well as the other facts and circumstances disclosed, these facilities should be regarded as reasonable and proper ones which the company should afford to the applicants.

Under all the circumstances, the discontinuance of the former service was unreasonable. Railway companies should not be allowed to furnish and cut off such facilities capriciously.

An order directing the railway company, in the general terms of section 253, to afford to the applicants all reasonable and proper facilities for the receiving, &c., would not be sufficient. The authorities cited by counsel for the company were not, in the opinion of the Board, conclusive against its judisdiction to direct specifically the continuance of previous facilities which had been unreasonably disontinued.

Held, that an order should go directing the railway company to restore the spur trak facilities formerly enjoyed by the applicants for the carriage, despatch and receipt of freight in carloads over, to, and from the line of the railway company and the connection for that purpose, between such spur track and a railway siding on the land of the applicants; the company to have the option of constructing the siding on the applicants' land, at the expense of the applicants, or of allowing this to be done by the applicants, who shall bear the expense of making the necessary connection. The company should also have the option of constructing the track from such point on its line, and to such point on the applicants' land, as it shall think proper.

Order issued February 19, 1906.

NOTE.—The railway company appealed to the Supreme Court of Canada from the order of the Board, dated the 19th day of February, 1906, on the question of the Board's jurisdiction to make the order. Appeal dismissed.

No. 263*a*.—Winnipeg Builders' Exchange.

This was an application by the Winnipeg Builders' Exchange for an order directing the Canadian Pacific Railway Company, the Canadian Northern Railway Company, and the Manitoba Railway Company to interchange freight of all grades and classes at the city of Winnipeg.

Hearing at Winnipeg, September 11, 1905.

Killam, Chief Commissioner: Railway companies are not entitled, under sections 214 and 253 of the Railway Act, 1903, to distinguish between different kinds of traffic by refusing to certain commodities the facilities for interchange which are given in respect of other commodities, but in view of the congested state of traffic on railways in Manitoba at that time, the Board did not think it proper to direct that any change be made immediately in the practice theretofore followed in that respect.

Held, that an order should issue directing that on and after the 1st day of January, 1906, all freight in carloads shall, when carried over the railway of the Canadian Pacific Railway Company or the Canadian Northern Railway Company to the city of Winnipeg, or the town of St. Boniface, or delivered to such other company at Winnipeg or St. Boniface for carriage, be transferred by the one company to the other in the original car at some point of junction of their lines in the vicinity of St. Boniface or Winnipeg, when so consigned.

In view of the condition of the line along the west side of the Red river, commonly known as the 'transfer track,' and the total insufficiency of that line for the interchange of such traffic, the railway companies were left to make the interchange at such points as circumstances appeared to them to warrant.

No. 212.—The Canadian Pacific Railway Company v. The Grand Trunk Railway Company.

This was an application by the Canadian Pacific Railway Company for an order directing the Grand Trunk Railway Company to afford proper facilities for the interchange of traffic between the said companies over the branch authorized by order of

the 6th of July, 1904, to be constructed by the Grand Trunk Railway Company from a point on its line between London and St. Mary's to the line of the Canadian Pacific Railway Company, between London and Toronto, and fixing the amount to be charged for such interchange of traffic and the interswitching of cars over the said branch.

The only connection at or near London, between the lines of the two railways, is by this branch.

The Grand Trunk Railway Company's lines in and through the city of London were in existence long before the Canadian Pacific Railway was constructed. It had extensive terminal properties, including a large number of sidings to various business and manufacturing premises and an extensive business at that point. The terminal facilities and business of the Canadian Pacific Railway Company at London, on the other hand, were comparatively small.

By means of this branch the Canadian Pacific Railway Company was given direct access to a large number of business premises in London, which it did not previously have.

Urged on behalf of the Grand Trunk Railway Company, that as the proposed connection would be much more advantageous to the Canadian Pacific Railway Company than to it, the Grand Trunk Company should receive much the larger proportion in the division of rates for traffic interchanged between the two companies—much greater than that which would be a fair remuneration for the mere service rendered in the transportation of cars over this branch and its London terminal lines and the loading and unloading of the same.

Secs. 253, 266, 267 and 271 of the Railway Act, 1903, referred to.

Hearing at Ottawa, June 20, 1905.

Judgment, July 16, 1905.

Killam, Chief Commissioner: The provisions of the Railway Act which require railway companies thus to interchange traffic at connecting points are introduced, not for the purpose of benefiting one railway company at the expense of another, but solely in the interests of the public. The law cannot recognize anything in the nature of a good-will of the business of either railway company thus affected, for which another should give compensation. The division between railway companies of the joint rates for traffic thus interchanged should be made upon the principle of giving reasonable compensation for the services and facilities furnished by the respective companies in respect of the particular traffic interchanged, and not by reference to the magnitude of the business of the company, or the other particular points, or the respective advantages which each can offer to the other there, or a comparison of the loss which the one is likely to sustain with the gain likely to accrue to the other from the giving of the facilities which the law requires.

The Board cannot properly deal with the question of the division of such rates or the allowance of charges for switching in a general way, and by reference to all the points in Canada where the railways may connect. In each case the nature and value of the service to be rendered and the facilities to be used must be taken into consideration.

The Grand Trunk Railway Company being obliged to furnish, for the carriage over its portion of the continuous line, for the receipt and delivery of the same, and for the loading and unloading of cars for the purpose, the same facilities as in respect of traffic passing over its own lines only or transferred to or by it at distant points of the Canadian Pacific Railway system, the apportionment of rates should be made upon this basis.

Held, that order should go requiring the Grand TrunkRailway Company to afford all reasonable and proper facilities for receiving, forwarding and delivering all traffic offered to it in cars wholly or partially loaded for passage over the branch in question and its lines connected therewith and of unloaded cars so offered and of freight offered to it for carriage to and over the lines of the Canadian Pacific Railway by the

medium of the said branch, and for the interchange by means of the said branch of traffic between its lines and those of the Canadian Pacific Railway Company, as well as between the lines of the Canadian Pacific Railway Company and those of other railway companies connecting with the lines of the Grand Trunk Railway Company, and providing that the rates to be charged for such traffic shall be those provided for by any joint tariffs in existence between the railway companies interested, and, in the event of there being none, the rates charged by the Grand Trunk Railway Company between the same points, and, in the absence of either the rates charged by the Canadian Pacific Railway Company between the same points; also, that in the division of rates for such traffic, the Grand Trunk Railway Company shall be entitled to charge and receive the following tolls for switching freight and live stock traffic, in carloads, from and to the Canadian Pacific Railway at or near London by means of the said branch, namely:

(*a*) Between the point of connection of the Grand Trunk Railway interchange track and the Canadian Pacific Railway siding, and all delivery tracks and siding owned or controlled by, or connecting with, the lines of the Grand Trunk Railway between and including the Canadian Packing Company's plant on the east and the London Street Railway interchange, known as Springbank siding, on the west, except as provided in clause (*b*), one cent per one hundred pounds, but not less than five dollars per carload, for each complete haul in either direction; no extra charge to be made for the movement of the empty car in the opposite direction.

(*b*) For the intermediate switching of through or joint freight and live stock traffic between the point of connection designated in clause (*a*) and the point of connection of the Grand Trunk Railway with the Père Marquette railroad, three dollars per car, in either direction, regardless of the weight; no extra charge to be made for the transfer of the returning empty car.

Held, further, that the order should also provide that all devices, such as free or assisted cartage or cartage allowances intended to equalize the facilities of the respective railways of the Canadian Pacific Railway Company and the Grand Trunk Railway Company for the collection and delivery of freight at or near London, except the customary system of cartage published in the freight tariffs of the respective companies be prohibited and that all preference, prejudice and discrimination in such cartage system be prohibited.

Order dated July 25, 1905, issued.

NOTE.—An appeal to the Supreme Court of Canada from the Bard's order or July 25, 1905, now pending.

Walker et al v. *The Toronto and Niagara Power Company.*

Two applications were made to the board, one by John H. Walker and William Tuck, the other by James W. Alway, for an order rescinding an order of the board authorizing a deviation from the located power line of the Toronto and Niagara Power Company, previously approved by the board.

By order dated March 29, 1904, the board approved the location of the line of the Toronto and Niagara Power Company from 3 to 38 miles from the Niagara river. This included the line across lots 7, 18 and 19, in the 3rd concession of the township of Grimsby. Each of the three applicants is the owner of one of these lots.

On April 15, 1905, the board authorized a deviation from the located line, as approved. This was the order sought to be rescinded. The new plans showed a different location, beginning at lot 15, in the 3rd concession of Grimsby, and extending across (among other lands) lots 17, 18 and 19, at an approximate distance on these three lots three-quarters of a mile from the previous location across them.

The applications to rescind the order of April 15, 1905, were based on the grounds that the Railway Act did not permit a double expropriation, and that the company was in reality not deviating from the original line sanctioned by the board, but was constructing an additional or branch line in connection with its original line.

Hearing at Toronto, November 7, 1905.

Judgment, April 12, 1906.

Killam, Chief oCmmissioner (5 Can. Ry. Cas., 190): Held (1) that the company's powers under its Act of incorporation (2 Edw. VII., Ch. 107, Dom.) were not exceeded by the construction of one line, as in the case of a company authorized to build between two termini or any specified number of lines.

(2) That the cases relating to deviations by railway companies do not apply.

(3) Without considering the jurisdiction of the board to make the orders respecting location plans, the applications must be refused.

The Algoma Central and Hudson Bay Railway Company v. *Grand Trunk Railway Company.*

This was an application by the Algoma Central and Hudson Bay Railway Company for an order, under sections 266 and 267 of the Railway Act, 1903, to compel the Grand Trunk Railway Company to enter into a joint tariff with it upon traffic partly over the Grand Trunk Railway and partly by a line of steamships of the applicant company.

The Algoma Central and Hudson Bay Railway Company operates a line of railway from Sault Ste. Marie northwesterly for about 70 miles, and also a line of railway from Michipicoten harbour, on Lake Superior, for a short distance. It uses and operates a fleet of steamers, passenger and freight, plying between Sault Ste. Marie and Michipicoten harbour, on the one hand, and points on Lake Huron and other inland waters reached by the Grand Trunk Railway on the other.

Section 276 of the Railway Act, as making the provisions of sections 266 and 267 extend to the traffic mentioned, relied upon.

Hearing at Toronto, April 17, 1906.

Judgment, April 26, 1906.

Killam, Chief Commissioner (5 Can. Ry. Cas., 196): Sections 253 and 271 relate solely to railway traffic, and not a traffic between a line of railway and water line.

A line of steamships operated by a railway company running to ports reached by the line or lines of another company does ont constitute therewith a continuous route within the meaning of sections 266 and 267 of the Railway Act, 1903.

Applications dismissed.

The City and County of St. John v. *The Canadian Pacific Railway Company.*

Application by the municipality of the City and County of St. John, New Brunswick, for an order under section 187 of the Railway Act, 1903, directing the Canadian Pacific Railway Company to construct and maintain suitable gates over a street in the village of Fairville, and one in the village of Milford, where the Canadian Pacific Railway crosses these streets.

Hearings at St. John, April 18, and Ottawa, November 22, 1905.

Judgment, June 5, 1906.

Killam, Chief Commissioner (5 Can. Ry. Cas., 161): The railway company was ordered to construct and maintain gates over the street crossing in Fairville and to install an electric bell at the crossing in Milford.

Held, that the board had jurisdiction, under section 47 of the Railway Act, 1903, to order the municipality to contribute to the expense of protecting its highway crossings, as in the case of municipalities in other provinces. City of Toronto *v.* Grand Trunk Railway Company, 37 S.C.R. 232, referred to.

By later order of the board, dated June 14, 1906, the cost of installing, operating, and maintaining the gates of the Fairville street crossing was directed to be borne by the railway company, the wages of the day and night watchman employed at this crossing to be paid one-half by the municipality and one-half by the railway company; the cost of installing, operating and maintaining an electric bell at the Milford crossing to be borne by the railway company.

Re Apportionment of Cost for Protection of Highway Crossings.

Judgment of Chief Commissioner in the Almonte street crossings' application (June 15, 1906) '.. .. .. the usual practice of the Railway Committee of the Privy Council, which, before the constitution of the Board of Railway Commissioners, exercised jurisdiction respecting the protection of highway crossings, was to divide the cost of the protection of previously existing highway crossings by railways between the municipalities and the railway companies; that such has been the practice of this board, although it is recognized that no fixed rule can be laid down for determining whether the municipality should share the expense, or in what proportion it should do so. In a recent case, the jurisdiction of the Railway Committee to apportion such expense upon the municipality was upheld by the Supreme Court of Canada.

Niagara, St. Catharines and Toronto Railway—Thorold Street Crossings.

This was an application by the Niagara, St. Catharines and Toronto Railway Company, under section 186 of the Railway Act, 1903, for leave to cross certain streets in the town of Thorold, in the township of Thorold, with its line of railway.

Hearing at Hamilton, May 8, 1906.

The town of Thorold opposed the application, contending that the applicant company's railway is a street railway or tramway, or is operated or to be operated as a

street railway or tramway, and that leave could not be given to carry it across streets in the town without the consent of the town by by-law. Upon the evidence, it did not appear that the proposed branch line was a street railway or tramway, or intended to be operated as such. The applicant company's main line was constructed upon the company's right of way and did not run along the streets in Thorold, nor did its cars stop at street corners to take up or let off passengers, but only at its own stations.

In the year 1902, by authority of the parliament of Canada and of the legislature of the province of Ontario, the applicant company acquired the property and undertaking of the Port Dalhousie, St. Catharines and Thorold Electric Street Railway Company, Limited, a company incorporated under the authority of the legislature of the province of Ontario, for the construction and operation of an electric street railway, and the applicant company now operates the line of that street railway in and upon the streets of Thorold and elsewhere; but the branch line authorized by order of the board, and which the applicant company desired to carry across these streets, was to be taken from the main line of the applicant company's railway, and not from the street railway system.

Judgment, Chief Commissioner, June 19, 1906.

The prohibition in section 184 of the Railway Act, 1903, is against the authorization of the operation of a street railway or tramway along a highway. In the present case the application is for crossings only. In one case, the crossing is to be at an angle which would force the railway upon the street for a considerable distance, but it seems to be none the less a crossing. The evident intention of the Act is to require railway companies proposing to operate a street railway system, and to use the streets as their right of way, to procure the assent of the municipality for that purpose. The Act authorizes a company to carry its railway across streets by leave of the board, and the only qualification is that the consent of the municipality is required where the railway is a street railway or tramway which runs along, and not merely across, the street.

Held, that the application should be granted.

Re *The MacGregor-Gourlay Co., Limited, Complaint.*

This was a complaint by the MacGregor-Gourlay Co., Ltd., respecting the obstruction of South Water street, in the town of Galt, alleging that the Grand Valley Railway Company had raised its tracks from ten inches to two feet above the level of the street, in contravention of an agreement between the town and the railway company, entered into September 13, 1905.

Under this agreement, the company was required, amongst other things, to—

(*a*) macadamize 22 feet in width of the roadway where practicable—such work to be done in a manner satisfactory to the board of works, who were to have the power to direct what portion of the roadway of 36 feet in width should form the 22 feet to be macadamized;

(*b*) lay and maintain the top of the surface of the ties so as to be flush with the adjoining surface of the street; but where the track should be laid in or about the centre of the street, it was required to lay and maintain its rails so that the top thereof should be flush with the adjoining surface of the street.

The agreement also provided that any disputes were to be determined by the board of works of the town. The board caused its engineer to make an inspection of the line of the Grand Valley Railway Company along South Water street, and he reported that 'from the end of the bridge across the Grand river to the south end of the property owned by the Beers Tannery, the track along Water street is from 4 inches to 12 inches above the level of the street, so that access to the property on the west side of the street is cut off. . . . .'

The engineer expressed the opinion that the company should put its tracks down to the level of the street, so that the owners of the property on the west side of the street might have unobstructed access to their property.

Under direction, the company was asked to advise the board whether it had since complied with the terms of the agreement between it and the town, and the clerk of the town notified that this had been done, with the additional notification that, under sections 186 and 187 of the Railway Act, 1903, the board has jurisdiction to direct that such works be executed or measures taken as appear to the board best adapted to remove or diminish the danger or obstruction arising or likely to arise from the railway company's tracks; and that the board is not bound in this respect by the decision of the board of works; but may, if the civic authorities allow the railway and the street to remain in such a condition as unduly to obstruct traffic, direct the town, instead of the railway company, to take the necessary measures for protection of the public.

June 25, 1906.

In re Cockerline and Guelph and Goderich Railway Company.

Robert J. Cockerline applied to the board for an order directing the Guelph and Goderich Railway Company to make him an undercrossing between the parts of his farm severed by the railway line. The facts are specifically set forth in judgment of the Chief Commissioner below.

Hearing at Stratford, May 28, 1907.

Judgment, June 26, 1906.

Killam, Chief Commissioner (5 Can. Ry. Cas., pp. 3, 4 *et seq.*): The board made an order upon the advice of its engineer, directing the Guelph and Goderich Railway Company to provide for R. J. Cockerline three farm crossings over its line through his farm, two level crossings and one undercrossing. The railway company has applied to have this order set aside on the ground that the board has no jurisdiction to require it to make a farm crossing under its railway.

Section 198 of the Railway Act, 1903, requires that,

'Every company shall make crossings for persons across whose lands the railway is carried, convenient and proper for the crossing of the railway for farm purposes. In crossing with live stock, the same shall be in charge of some competent person, who shall use all reasonable care and precaution to avoid accidents.'

In the case of Armstrong v. James Bay Railway Company, 7 O.W.R. 75, 12 O.L.R. 137, Sir Wm. Meredith, C.J., expressed the opinion that the first subsection of section 198 did not apply to a passageway under the railway track; he referred particularly to the provision requiring live stock, when crossing, to be in charge of a competent person, as indicating this view.

In this connection, it seems well to refer to section 191 of the Railway Act of 1888, by which

'Every company shall make crossings for persons across whose lands the railway is carried, convenient and proper for the crossing of the railway by farmers' implements, carts and other vehicles.'

That required crossings to be made 'convenient and proper' for the purposes specified.

In Reist v. Grand Trunk Railway Company, 6 U.C.C.P. 421, Draper, C.J., expressed the opinion that, under 14 and 15 Vict., ch. 51, sec. 13, requiring a company 'to erect and maintain' (among other things) 'farm crossings for the use of proprietors of lands adjoining the railway,' the expression 'farm crossing' might include 'a passage across and upon the railway itself—a crossing at grade, or a bridge over, or a tunnel under the railway,' adding, 'I observe nothing in the Act which necessarily excludes either of these interpretations.'

The language of the first subsection of section 198 is much changed. The crossings are requqired to be 'convenient and proper for the crossing of the railway for farm purposes.' In Armstrong v. James Bay Railway Company, 7 O.W.R. 715, 12

O.L.R. 137, the learned Chief Justice indicated a doubt as to the power of the Board, under the second subsection of section 198, to require a company to provide an undercrossing.

Apart from the reference to live stock, in the first subsection, I should feel no difficulty in agreeing with the view taken by Draper, C.J., in Reist v. Grand Trunk Railway, and in applying that to the construction of section 191 of the Act of 1888.

In construing section 198 of the present Act, we should, I think, start from the position that the previous law required undercrossings, if other convenient and proper ones could not be obtained. Subsection 2 is wide enough in its terms to include undercrossings. It gives the Board power to order a company to provide a suitable farm crossing, and to order and direct how, when and where it shall be constructed.

The principal argument against that view is that the word 'across' means 'over,' or 'on the surface of.' In Webster's dictionary the word is defined as meaning 'from side to side,' 'athwart,' crosswise,' 'quite over.' The latter expression certainly does indicate something above, but the other equivalents do not. Usually, resort must be had to the context. We may go across a river upon a bridge, by boat, by swimming, or by a tunnel underneath the water. A net or a rope may be properly said to be stretched across a river although underneath the water. The word 'across' is equally applicable in any case.

In section 184 of the Railway Act, 1903, authority is given to carry a railway 'upon, along or across' a highway.

By section 186 authority is given, on any application for leave to construct the railway 'upon, along or across' a highway, to order it to be carried over or under the highway. The section makes it clear that in crossing, the highway may be placed under the railway, or the railway under the highway; but the undercrossing and the overcrossing equally are included under the expression 'across.'

Section 197 of the Act speaks of drainage or drainage works 'upon and across the property of the landowners,' and 'upon and across the railway and lands of the company.' Having reference to the subject, drains underneath the property or railway would naturally be considered as included, and this is obvious by the latter part of the section providing that 'no drainage works shall be constructed or reconstructed upon, along, under or across the railway or lands of the company,' &c.

In the present case, the railway is carried across Mr. Cockerline's farm upon a high embankment constructed for the purpose, any crossing over which would be inconvenient. I do not think that the so-called level crossings alone would be considered to be 'suitable.'

Some attempt was made, upon the hearing of the application, to show that Cockerline, in conveying the right of way to the railway company and agreeing upon a price therefor, intended to release the right to a farm crossing, or farm crossings, and to accept compensation for their loss.

To my mind, the evidence establishes directly the contrary, and that Cockerline acted under assurances calculated to lead him to believe, and which did lead him to believe, that his application to the Board for an undercrossing would not be prejudiced by the execution of the conveyance and acceptance of the purchase money.

Under all the circumstances, it appears to me that the order should be affirmed, with costs to be fixed by the secretary of the board.

Re *Complaint of Staunton's, Limited, Toronto.*

This was a complaint by Staunton's, Limited, of Toronto, against the Grand Trunk Railway Company of Canada and the Canadian Pacific Railway Company, alleging that the freight rates charged by these companies on wall paper shipped from Toronto to points in eastern Ontario and in the provinces of Quebec, New Brunswick and Nova Scotia, were excessive and discriminatory in comparison with the rates in

effect upon similar merchandise carried in the opposite direction; and complainants applied for an order disallowing the present east-bound rates on their goods and restoring those in effect prior to November 15, 1905.

Hearing at Toronto, May 9, 1906.

Judgment, Chief Commissioner, June 28, 1906.

The Board considers that the long continued existence of the former tolls affords strong evidence of their reasonableness, and that it does ont appear that there has been any change of circumstances, or that there is any sufficient reason for the changes recently made in those tolls; that the charging of higher tolls for the traffic in question from Toronto eastward than are charged for similar traffic from Montreal and other points westward constitutes an unjust discrimination against the Toronto shippers, and that these tolls should be equalized.

Order of Board, July 31, directing that the said companies reduce their tolls for the said east-bound traffic from Toronto to Montreal to those in the tariffs for similar west-bound traffic between the same points; that the tolls to Montreal be not exceeded to Ottawa, nor to intermediate points; and that the tolls to points east of Montreal be reduced by the amount of the said reduction to Montreal. Also that the tariffs to be made under the order come into force not later than September 10, next.

P. C. Patriarche and Burlington Canning Co. v. *The Grand Trunk Railway Co. and The Hamilton Radial Electric Street Railway Co.*

This was an application, under sections 253 and 271 of the Railway Act, 1903, to compel an interchange of traffic between the two railways.

The Hamilton Radial Electric Street Railway Company was incorporated by Act of the legislature of the province of Ontario. Its undertaking and railway have never been declared by the parliament of Canada to be a work for the general advantage of Canada, or for the advantage of two or more of the provinces.

The Grand Trunk Railway was, by the Railway Act of 1888, declared a work for the general advantage of Canada, and subject to the legislative authority of the parliament of Canada.

The Act of 1888 was repealed upon the coming into force of the Railway Act, 1903.

By section 7 of the latter Act,

'Every railway, steam or electric street railway or tramway, the construction or operation of which is authorized by a special Act passed by the legislature of any province, now or hereinafter connecting with or crossing a railway which, at the time of such connection or crossing, is subject to the legislative authority of the parliament of Canada, is hereby declared to be a work for the general advantages of Canada in respect only to such connection or crossing or to through traffic thereon or anything appertaining thereto, and also to the provisions set forth in this Act relating to offences and penalties, navigable waters and criminal matters, and this Act shall apply to that extent only.'

Some years before the coming into force of the Railway Act, 1903, a physical connection was made between the two railways, but no order was obtained authorizing such connection either under section 173 of the Railway Act, 1888, or section 177 of the Railway Act, 1903, although a crossing had been authorized by the Railway Committee of the Privy Council in 1897.

Hearing at Hamilton, May 9, 1906.

Judgment, June 28, 1906.

Killam, Chief Commissioner (5 Can. Ry. Cas., 200): Held, that parliament has the incidental power to determine the terms upon which a railway, not otherwise subject to its legislative authority, may connect with or cross one that is so subject, and the obligations between the companies concerned.

British North America Act, section 91 (10) and (*c*), and section 92 (29), sections 306 and 307, Railway Act, 1888, and section 7, Railway Act, 1903, referred to.

Held, that such connection being illegal, no order should be made. An application to authorize the connection, under section 177 of the Railway Act, 1903, must first be made.

The Guelph and Goderich Railway Co. v. *The Guelph Radial Railway Co.*

The Guelph and Goderich Railway Company applied under section 177 of the Railway Act, 1903, for leave to construct and operate its railway across the railway of the Guelph Radial Railway Company on the Elora road. outside the limits of the city of Guelph.

The Guelph and Goderich Railway Company was incorporated by an Act of the parliament of Canada, 4 Edward VII., chapter 81, assented to June 6, 1904. A plan showing the location of its line across the Elora road, outside the city of Guelph, was approved by the Board on July 2, 1904, filed in the Registry Office on July 8, 1904, and notice of the proposed location published in local newspapers in August, 1904.

This application was filed on August 16, 1905, and an order was made giving leave to the Guelph and Goderich Railway Company to cross the highway at that point, on October 16, 1905.

On the 25th May, 1905, by 5 Edward VII., chapter 91, the Guelph Radial Railway Company was empowered to build and operate an extension of its railway on the Elora road, outside the city of Guelph. Its location had been authorized by a by-law passed by the council of the county of Wellington on June 4, 1904.

Hearing at Stratford, December 4, 1905.

Judgment, July 5, 1906.

Killam, Chief Commissioner (5 Can. Ry. Cas. 180): Held, that the location and operation of the Radial Railway Company had, under the circumstances, become authorized on May 25, 1905, and was prior to that of the applicant company, and that, following the usual course, the applicant company must be at the expense of the crossing and maintenance of any necessary protection.

Ruling re *Erroneous Rate Quotations.*

Chief Commissioner, July 31, 1906:—

The Board is appointed to enforce the Railway Act—not ordinary contracts. In my opinion, the Board should recognize as valid only the tolls set out in the tariffs authorized by the Act, and it should not assume to interfere with charges made in accordance with such tariffs on the plea that lower rates were quoted by a company's agent. Such a practice would open the door to rebates and preferences.

If parties have any right to relief in such cases, they should seek it in the ordinary courts on the ground of breach of special contract or of misrepresentation.

The Act giving the Board durisdiction respecting rates of express companies does not apply to past transactions, and the functions of the Board will be confined to the approval of tariffs for the future and dealings with tolls under them.

Chief Commissioner, September 19, 1906.

Re *Grand Trunk Pacific Right of Way at Clover Bar, Alberta.*

Complaint was made to the Board respecting the methods adopted by agents of the Grand Trunk Pacific Company for the acquisition of lands for the company's right of way.

Held, Chief Commissioner, October 9, 1906, that the subject-matter of the petition is one over which the Board has no durisdiction; that, under the Railway Act, 1903, upon approval of its location plans, a railway company is entitled to acquire its right

of way either by voluntary conveyance from the owners of the necessary lands or by expropriation proceedings. The Act gives to the Board of Railway Commissioners no authority respecting either method of acquisition of these lands. If parties are induced by unlawful misrepresentation or duress to part with their lands on unfavourable terms, they must seek their redress in the ordinary tribunals. The proceedings for expropriation are set out in the statute, and the Board is given no authority over either the procedure or the amount of the compensation.

Re *Postal Cars.*

Judgment, Chief Commissioner, October 10, 1906:

I am not at all clear that the Board has jurisdiction to compel railway companies to alter their ordinary practice in regard to the respective locations of mail and baggage cars. Possibly the jurisdiction may exist under section 212, subsection 2, of the Railway Act, 1903; but, even if there is such jurisdiction, I do not think that the board should interfere with the discretion of railway officials upon this point.

It is not easy to determine whether there is materially greater danger to parties in the first than there is to those in the second car.

Even if greater consideration should be given to those who are not employees of the railway company, there does not appear to be any reason for giving preference to mail clerks over the employees of express companies.

In re *Highway Crossings.*

Statement of facts taken from judgment of Chief Commissioner:

During the official trip of the Board in western Canada in the summer of 1906, a number of applications were brought before it in respect of street crossings over railways in the province of Alberta. One of these related to a large number of crossings in the city of Calgary over the line of the Canadian Pacific Railway Company. This was settled by agreement between the city and the railway company, and an order, in conformity with the agreement, was issued later.

Another was an application by the town of High River for an order directing the Canadian Pacific Railway Company to provide and construct a suitable highway crossing where its railway intersected Fourth street in that town. The application alleged that there was no railway crossing between the Calgary and Macleod trail and Seventh street, according to a plan which showed Fourth street as lying in the intermediate space, and that the opening of Fourth street was necessary for the proper enjoyment of the use of the streets of the town and for the safety of the inhabitants.

A third was the application of the town of Olds for leave to construct certain highways across the railway of the Canadian Pacific Railway Company's Calgary and Edmonton branch at Olds, to join and connect certain main streets lying on each side of the railway.

While this application alleged the previous existence of certain crossings upon the lines of certain main streets, known as Second and Third streets, it further alleged that the only legal crossing which the town had at the time of the application was at the extreme north end of the town, which was north of either of the streets named.

A fourth was that of the town of Didsbury, for an order, 'under the provisions of the Railway Act, 1903, respecting highway crossings, being sections 184 to 191, inclusive, and particularly under section 187, directing the Canadian Pacific Railway Company to construct and provide a suitable crossing, and to maintain the same perpetually where the continuation of Hespeler street, in the said town of Didsbury, if continued easterly, without the obstruction being placed thereon by the Canadian Pacific Railway Company, would cross the said railway company's right of way.'

The application alleged that Hespeler street in Didsbury, 'for some years past, and until it was obstructed by the said the Canadian Pacific Railway Company on or about the 1st day of August, 1906, was a highway, and was used as such by the public.' It further alleged an express agreement between the railway company and the town for making Hespeler street a perpetual highway across the railway, and that the town had, at the request of the railway company, improved Hespeler street upon the company's right of way, and had expended a considerable sum of money in doing so; that the railway company had placed a large quantity of earth upon Hespeler street where it crossed the company's right of way, and that the town had used and employed this earth in further grading and improving the street at the request of the railway company; and that the railway company had indicated by a sign that there was a highway crossing over the railway at that point; and setting forth other circumstances as showing the importance, in the public interest, of having a highway crossing at Hespeler street.

The application further alleged that the railway company had recently obstructed the crossing at Hespeler street and deprived the public of the use and enjoyment thereof.

A fifth application was made by the village of Leduc for a street crossing over the Calgary and Edmonton branch of the Canadian Pacific Railway Compny at Mill street. In answer to this application, the Canadian Pacific Railway Company submitted a plan of the town site and existing crossings at Leduc, pointing out that 'from the plan it will be seen that there is already a crossing at the point known as "Edmonton Trail," another nearly opposite Main street, and a third about 1,600 feet south of the latter.'

Upon examination of the locality by an engineer of the Board, he reported that he had inspected the site of the proposed crossing in company with the overseer and principal business men of the village, and that 'the overseer and the others agreed that, if the village has to build and maintain the crossing, it would be just as well for them to build a road along the east side of the railway from Mill street north to Main street, and cross there where there is already a crossing.

Subsequently, the village presented to the Board a formal petition with reference to the crossing at Main street, setting out that what was and is sought was the making permanent of a crossing at Main street, which crossing is and always has been the most commonly used access to the railway station.

In the case of High River, negotiations took place between the town and the railway company which did not result in a complete agreement, but served only to indicate the respective positions of the parties. The town desired, in addition to the crossing at Fourth street, to have the passenger station of the company removed to the neighbourhood of that crossing, and offered, in consideration of these advantages, to pay a certain sum towards expense of such removal, and to procure for the railway company a piece of land for the prolongation of its yard at the town in a southerly direction. The company claimed to be bound by an agreement with a private party which prohibited it from removing the station to the desired position, and objected to the establishment of a street crossing at Fourth streeet, but offered to allow a crossing to be established at Third street and to remove the station to the neighbourhood of that crossing, provided that town would procure for the company the proposed lands, and would close the admittedly existing highway crossing over the railway at Seventh street. The town refused to accept the condition for the closing of the crossing at Seventh street.

In the case of the town of Olds, the railway company offered a crossing at Second street, with an extension of Railway street (which runs parallel with the railway) to Seventh street, and another crossing at Seventh street. The town was willing to limit its request to a crossing at Third street and one at Seventh street, with the extension mentioned.

Didsbury is not a town, but a village municipality, established under the ordinances of the Northwest Territories. Counsel for the village claimed that a public

highway had been established at Didsbury by dedication of the railway company, after the construction of the railway. It was not suggested that any public highway had existed at that point before the railway was constructed. The contention on behalf of the railway company, was that it was incompetent for the company to establish a highway by dedication without leave of the Railway Committee of the Privy Council under the legislation preceding the Railway Act, 1903, or of the Board since its establishment. Counsel for the village argued that the railway company could so dedicate without leave.

In the case of the Leduc application, which is also a village established under the ordinances of the Northwest Territories, counsel for the railway company submitted an offer to allow a crossing to be authorized at Main street, as well as another at Douglas street, in the village, upon the condition that it should be ordered that, in case of any protective measures or appliances being required at the crossing in the future, the cost thereof should be borne by the village. It was claimed, on behalf of the village, that it hal for a long time a crossing at Main street, and that the village ought not to be now bound to bear such expense.

Judgment, Chief Commissioner, November 6, 1906.

. . . . . In connection with these cases it appears to be desirable to consider the functions of the Board with respect to railway and highway crossings. Section 184 authorizes the Board to grant leave to a railway company to carry its tracks upon, along, or across an existing highway. Section 186 lays down a method of procedure 'upon any application for leave to construct the railway upon, along or across an existing railway,' and authorizes the Board to grant such application upon such terms and conditions as to protection, safety, and convenience of the public as it may deem expedient, or to order that the highway be carried over or under the railway and works to be executed or measures taken to remove or diminish the danger or obstruction arising or likely to arise therefrom; and section 187 confers upon the Board the power, in the case of a railway already existing upon, along, or across a highway, to make any order in respect thereto as in the previous section provided.

Other provisions of the Act impose upon the railway company specific duties with reference to highways, or assign to the Board certain specified powers with respect thereto; and the Board, under the general jurisdiction given by section 23, is empowered to compel railway companies to observe the duties cast upon them by such provisions of the Railway Act.

As I have previously had occasion to point out, the Board is a creature of the statute, and has only the powers given to it by statute. While constituted a court for the purpose of exercising the jurisdiction conferred upon it, the Board is not a court for the determination of all questions arising between the public or individuals and a railway company. The Board has no general jurisdiction to determine whether a public right of crossing over a railway exists; but, in cases in which it is called upon to exercise the powers specifically conferred upon it with respect to highways, or its jurisdiction to enforce performance of the duties of railway companies with respect to highways, it has incidentally, the power to inquire and determine whether, in fact, a right of crossing does or does not exist at a particular point.

For two or three years the public were in the habit of crossing the railway upon the line of Hespeler street in Didsbury, and this was facilitated by the grading of a street line upon the company's right of way outside the rails and by planking at and between the rails. This work has been undone and the crossing so obstructed that the public cannot now cross. It appears to me, that, if there is a public right of crossing at that point, the Board has jurisdiction, under sections 186 and 187 of the Act, to direct that such measures be taken as to enable the public to cross there safely and conveniently, and that, for the purpose, the Board has jurisdiction to determine whether the right of public crossing exists.

The Railway Act, 1903, nowhere prohibits in express terms the construction of a highway, or the giving of a public right of crossing over a railway, without the leave

of the Board; but it appears to assume that, for some purpose, such leave is necessary. I take it to be assumed that, without some provision therefor, a municipality or other body having power under the local law to open a highway across private property without the consent of the owner, could not open such across property dedicated by authority of the parliament of Canada to the purposes of a railway; and it appears to me that the provisions of section 186 are intended, in part, to afford the means of enabling such municipality or body to do this where the public interests require it. But, in my opinion, this clause enabling the Board to give leave for the construction of a highway across a railway, was not intended to provide a means by which private individuals, or bodies not otherwise possessed of power to open highways, could do so.

In this connection the question naturally arises whether the steps to open such a highway must be taken by the municipality or other body in accordance with the law generally applicable to the opening of highways, and whether compensation has to be given and determined according to such law.

I have never hitherto been called upon definitely to determine that question, which is by no means a simple one. Hitherto, without careful consideration, I have expressed an inclination to the view that the local law is applicable. On further consideration, however, I doubt this; but, in view of the fact that the point is, so far as I know, wholly unsettled by authority, and of my having previously used expressions which may have induced parties to consider the question to be settled so far as this Board is concerned, I would be ready to receive any argument upon the point which any one might desire to offer. It is very probable that parliament intended the whole matter to be settled by this Board, and all the conditions in respect of compensation, as well as of procedure, construction and precautions, to be determined by the Board. Section 36 gives to the Board general power to impose terms in making an order, and the provisions of section 47 appear capable of application to such a case without undue straining of language. The Board has already decided that it is not bound to grant compensation to one railway company for the crossing of its line by the railway of another company; and the same principle might well be applied in cases of highway crossings.

But it should be observed that the power of the Board in this respect is to give leave. The Board is not authorized to direct or compel railway companies to construct or make highways across their lands where a public right of crossing does not already exist by law, though it may give leave to a company or to some other bodies, on some terms, to do so.

In the Didsbury case, counsel for the railway company cited the remarks of Hon. Mr. Blair, when Chief Commissioner, in an application made by the city of Calgary, in 1904, deported in volume 10 of the reports of proceedings of the Board, at page 4527, as follows:—

'Hon. Mr. Blair: Your legal position I cannot think would be very much improved or strengthened by reason of what has transpired; without an order of the Railway Committee of the Privy Council, or without an order of this Board, you have no legal right whatever to cross those tracks, notwithstanding or no matter what may have been the understanding between you, or the agreement between you, or the user which has taken place, and no matter what dedication may have been made. The matter of dedication of a highway there would be a totally distinct and separate thing from the legalizing of the use of the right of way, or that portion which is occupied by the tracks of the railway company for the purposes of a public highway. You have got to have that authority or else you have no legal ground upon which to stand.'

Upon a previous citation in another case of these remarks, I expressed myself as being inclined to the same view. Counsel for the village, however, argued strongly for the power of the railway company to dedicate a portion of its right of way for use as a public highway without leave of the Railway Committee or of this Board. Upon a reference to Canadian authorities I do not find that the contention of the

railway company is as well supported as I was inclined to think at the time of the hearing. Guthrie v. Canadian Pacific Railway Company, 31 S.C.R. 155, and Grand Trunk Railway Company v. Valliear, 2 Can. Ry. Cas. 245, 3 Can. Ry. Cas. 399, 7 O.L.R. 364, related to private rights; and Grand Trunk Railway Company v. Valliear was so distinguished in the Court of Appeal.

The expresions used by Hon. Mr. Blair and myself may have led counsel for the railway company to omit careful examination or argument of the question; and counsel for the village did not discuss the Canadian cases or the terms of the Railway Acts. It appears to me desirable, therefore, that before the Board makes a definite decision upon this important question, an opportunity should be given to the parties to present such further arguments in writing as they may desire; and, in this connection, it would be desirable that further consideration be given by counsel to some other questions, such as the sufficiency of the evidence to warrant an inference of an intention on the part of the railway company to dedicate, and the power of the Canadian Pacific Railway Company to do so in respect of the line of the Calgary and Edmonton Railway Company; and the Board should be furnished with evidence of the relations of these two companies respecting the line. I understand that the line is under lease to the Canadian Pacific Railway Company, which may have no power to dedicate any portion of the land of the Calgary and Edmonton Railway Company as a public highway, even if it could so dedicate a portion of its own land; and circumstances which would warrant the inference of a dedication by the company whose officials are operating the railway, might be quite insufficient to warrant such an inference as against the lessor.

Towns and villages along the line of the Calgary and Edmonton Railway owe their existence to that railway. Necessarily they must submit to many inconveniences inseparable from such a situation. Where the Board exercises a discretionary power to determine at what points on such a railway street crossings shall be opened, it is obliged to consider the relative convenience of the public and the railway company as well as the public safety. The efficient operation of the railway is a matter of importance to the public generally and to the residents of the particular locality dependent upon it. It is particularly incumbent upon the Board to protect the public from the dangers attending such crossings; and in the performance of this duty, it must be on its guard against being too readily influenced by the insistence of those desiring relief from present inconvenience and led by self-interest to minimize the danger.

An examination into the position at High River indicates the importance to the community of a street crossing near the business centre of the town. It is admitted that the town was laid out by the original promoters of the railway, who, therefore, are in some measure responsible for the situation which has developed; and the company at present operating the railway must, for an application of the kind in question, be treated as affected by this responsibility. On this ground, it appears to me that there should be a crossing at Third street upon the terms agreed to by the town, which appear to afford reasonable compensation to the railway company. Under the circumstances of the town and the probability of its growth westward, the closing of Seventh street should not be insisted upon.

As regards Olds, the situation appears to be much the same. The convenience of the community, it appears to me, demands the crossing at Third street; but, for the present, I do not think that more should be allowed, or that the southern crossing offered by the railway company as a condition of being relieved of the crossing at Third street should be authorized.

At Didsbury, the promoters of the railway laid out the town site on one side of the railway only, retaining, in one block, land lying along the other side of the line. They held out no inducement to the growth of a town or village to the east of the railway. Such growth as has arisen there is upon land thus separated from the railway and the town on the western side. The village is much smaller than High River, and

the importance of a crossing at a particular point is not so great. The public have not long been accustomed to regard the crossing at Hespeler street as an open one. If there were no question of the existence of a public highway at Hespeler street, but the case was submitted merely to the discretion of the Board, I would not be in favour of authorizing the crossing at that street. If the railway company will so place the warehouses on the east side of the track as to be convenient to the crossing at Waterloo street, that crossing should, in my opinion, sufficiently answer the needs of the village.

It does not appear that the village has full power to open highways. Apparently this power was not given by the ordinances under which it was constituted. We have been referred to a late statute of the province of Alberta, the terms of which I have not yet had an opportunity of learning. Unless the village has such power, I do not think that this Board can authorize the village to open a highway over the tracks of the railway company against the will of the company, although the Board might empower the company to open such a highway if it was willing to do so.

As to Leduc, I think that the company ought to open Main street, at least, unconditionally, leaving the question of protection for future consideration when the necessity arises. The company expressly indicated the crossing at Main street as open in answer to the application for the making of a crossing at Mill street. If the company is unwilling to do this, the matter is open to the same difficulty as in the case of Didsbury, though, upon its appearing that the locality has become incorporated as a town, an order might be made. If, upon further consideration of the Didsbury application, it should appear to the Board that, without leave, the company could dedicate a strip across its land as a public highway, and the company is unwilling to allow the crossing at Main street as suggested, the village should have an opportunity of showing the existence of a public highway across the railway at that point.

Orders issued accordingly in the case of the applications of the town of High River and the town of Olds.

NOTE.—The parties have been asked to submit further arguments in writing in respect of the question of the power of a railway company to dedicate a portion of its right of way for use as a public highway without authority of the Railway Committee of the Privy Council, under the Railway Acts, previous to the establishment of the Board, or of the Board since its organization.

High River Case.

Judgment in concurrence, Mr. Commissioner Mills.

I cannot help feeling that when a company, running a line of railway through a locality, fixes upon a place for its station and lays out a town site on both sides of its tracks, providing for streets running through the town (across its railway), and prohibiting the people who may settle in the town and use the said streets, from crossing the said railway within the limits of the railway yard, varying in length from one-third to one-half mile or more, it (the said company) thereby creates an unreasonable and intolerable business condition, such as no class of people, whether living in the town or going there to do business, should be asked to submit to.

The unreasonableness of the prohibition above referred to is shown by the fact that in nearly every such instance the local railway officials allow people on foot to pass illegally across the railway tracks within the prohibited limits, as the members of the Railway Commission, their officials, and many others did on the day of the recent visit of the commission to the town of High River; and in not a few such places, vehicular traffic is allowed to pass illegally across the right of way and over the tracks within the prohibited limits, because the prohibition is felt and tacitly acknowledged by the railway officials themselves to be unfair, if not altogether indefensible.

For this intolerable business condition, the railway company is primarily responsible; and the people who, with knowledge of the facts, settle in a town where such a condition exists, are perhaps to some extent responsible, in so far as they thereby tacitly agree or consent to work and live where such condition is imposed.

Therefore, I am of opinion that, in such cases, some measure of relief should be granted, and that the railway company should bear, say, one-half of the expense of providing such relief.

All rail-level crossings involve more or less danger, farm crossings, highway crossings, street crossings over single tracks in cities, towns and villages, and street crossings over two or more tracks within the limits of railway yards, some close to stations and others at greater or less distance therefrom. Nevertheless large numbers of each of these kinds of crossings are found all over the country, because public opinion (the law-making power) long ago decided and still maintains that such crossings are absolutely necessary. I admit that rail-level crossings through a railway yard are specially objectionable and should be avoided as far as possible; but, on account of the intolerable condition above described, the need for such crossings has been so great that, notwithstanding the danger, they have been made in nearly every town or village (not to speak of cities) through which a railway passes in the older provinces; and it appears to me that the Board of Railway Commissioners, especially on account of the increased and ever increasing length of railway yards, is now and will hereafter be under obligation to grant such crossings in response to reasonable applications and appeals by the business people of the country, until such time as there is special legislative provision for distributing and in some way defraying the expense of subways, overhead bridges, or other special forms of protection at many, if not most, of the crossings in our cities, towns and villages.

Further, rail-level crossings, especially crossings through a railway yard, cause a certain amount, possibly a considerable amount, of inconvenience to a railway company. This is admitted. Nevertheless I think it is manifest that such crossings must continue to be made until, as above suggested, there is special legislative provision for the construction of subways or overhead bridges at crossings which cannot be properly protected by the ordinary and less expensive methods. At present the question is who shall bear the inconvenience, the public or the railway companies? My opinion is, first, that the inconvenience should be equitably divided; and, second, that no class of people in any city, town or village should, in the transaction of business or the discharge of social or civil duties and obligations, be compelled to walk or drive unreasonably long distances in order to cross the right of way and track or tracks of any railway company.

In speaking of the Calgary and Edmonton Railway, I may say that I do not question the correctness of the statement that 'the towns and villages along the line of the Calgary and Edmonton Railway owe their existence to that railway'; but, I might ask, if it is not equally true that the Calgary and Edmonton Railway owes its existence and its manifestly profitable traffic to the said towns and villages and the trade of the farmers who use the streets thereof.

I admit also that the Board should 'consider the relative convenience of the public and the railway company, as well as the public safety,' and should not forget that 'the efficient operation of the railway is a matter of importance to the public generally, as well as to the residents of particular localities dependent upon it'; but the experience of railway companies and of the public generally in the older provinces of the Dominion goes, I think, to show that the interests of neither the one nor the other have been seriously sacrificed by granting the residents of particular localities reasonable facilities for doing business on the opposite side of the lines of railway which pass through the cities, towns or villages in which they live.

I do not attach much importance to the insistence of those who seek relief; but I desire to give due weight to the facts in each case; and I never can bring myself to think that the board, on any mere theory of inconvenience to the railway company

or from a desire to meet the wishes of the general public for more rapid transportation, is justified in allowing a railway company to create and maintain unreasonable or intolerable business conditions in any city, town or village through which it passes; and while I do not desire to minimize the danger of crossings through railway yards or elsewhere, I would venture the statement that most of the accidents on the railways in this country are due, not to crossings, but to collisions of various kinds on the railways, and to carelessness or recklessness in shunting, which results in the death of so many railway employees.

Therefore, my opinion is that the municipality of High River should be authorized to cross the right of way and track or tracks ofthe Calgary and Edmonton Railway Company on Third street in the said town as soon as it obtains and transfers in fee simple to the said company, the plot of land agreed upon between the company and the municipality, all as per agreement between the parties; and that Seventh street, in the said town, should be kept open and maintained as heretofore for the use of the public in that locality.

November 10, 1906.

Didsbury Case.

Judgment in dissent, Mr. Commissioner Mills.

Findings—

That the Calgary and Edmonton Railway Company graded and planked the railway crossing on Hespeler street, Didsbury, Alta., opened the said crossing, and maintained it during a continuous period of about four years, for hauling freight to and fro between the village on the west side of the railway and the freight tracks or sidings on the east side of the main line, and for general use by all who cared to travel to and from the east side of the railway, whether the residents of the village on the west side, the property holders on the east side, or the farmers and others in the country lying east, northeast, and southeast of the village.

That during the time that the crossing on the said street was in use, and without any kind of notice or intimation that it would ever be disallowed or closed, some seventy lots of lands were bought on the east side of the railway, in what is now called Lacknerville, or Didsbury East. These lots, it appears, were bought and some houses were built in good faith and under the undoubted impression that on Hespeler street there would continue to be, as there had been, a regular public crossing over the railway, open at all times for the use and convenience of those who might wish to pass to and fro between their property on the east side and their place of business in the village on the west side of the railway.

That the owners of the said lots, with or without houses, have vested rights which they acquired on the faith that the railway company would continue to do as it had done regarding the said Hespeler street crossing, which crossing the company had itself established, maintained, and allowed the public to use without let or hindrance for a period of four years or longer.

Expressions of Opinion—

No doubt the railway crossing on Hespeler street did, when in use, and will, if restored, involve two things:

(1) Some danger to the travelling public in that locality.

(2) Some inconvenience to the railway company.

All rail-level crossings involve more or less danger—farm crossings; highway crossings; street crossings over single tracks in cities, towns and villages; and street crossings over two or more tracks within the limits of railway yards—some close to stations and others at greater or less distance therefrom. Nevertheless large numbers of each of these kinds of crossings are found all over the country, because they are

regarded as absolutely necessary; and they must, in my opinion, continue to be made, with or without protection and notwithstanding the danger, until such time as special legislative provision is made for defraying the cost of subways or bridges at crossings which involve serious risk. This, I take it, is the reason why the Railway Committee of the Privy Council allowed and legalized hundreds of more or less dangerous rail-level crossings on streets and through railway yards in the cities, towns and villages of the Dominion.

Further, every rail-level crossing, especially a crossing through a railway yard, causes a certain amount, possibly a considerable amount, of inconvenience to the railway company; and, after carefully considering the whole situation and circumstances, I am of the opinion that this inconvenience, like the danger above referred to, must continue until legislative provision is made for subways or overhead bridges at such crossings as cannot be satisfactorily protected by the usual means now in use. At present, the question is, who shall bear the inconvenience, the public or the railway companies? My opinion is that the inconvenience should be equitably divided; on the one hand, the railway companies should not be embarrassed by too many crossings through their yards—municipalities should not, in some instances, be given all the crossings they ask for; and, on the other hand, no class of people in any city, town or village should, in the transaction of business or the discharge of civil and social duties or obligations, be compelled to walk or drive unreasonably long distances in order to get across the right of way and track or tracks of a railway company.

In my opinion, the aim of the Commission should be, not to restrict, hamper or embarrass the business community by refusing or closing such railway crossings as reasonable convenience demands, but to provide protection at dangerous crossings and endeavour to distribute as equitably as possible the cost of such protection.

The distribution of the cost of protecting a railway crossing must always depend upon the facts and circumstances: Who created the necessity for the crossing? Who is responsible for the facts and circumstances which have made the demand for the crossing a reasonable one? Who is or are served by the crossing—the railway company alone, the municipality alone, or both, or the railway, the municipality and the outside, surrounding public? What has caused the danger that makes the protection necessary—increased traffic on the railway, the running of fast through trains, or the growth of population and industries in the municipality?

I had stated my views *re* the distribution of the cost of protecting certain crossings in the village of Didsbury; but out of deference to the opinion of the Chief Commissioner, I decided to leave that question for future consideration—to be settled when the occasion arises—and shall deal only with the application for the reopening of the crossing on Hespeler street in the said village.

In reference to this application, I may say that, for reasons which were obvious, though not openly avowed at the hearing, the railway company did not, in the case of Didsbury, lay out and sell any portion of its land on the east side of its line of railway, and did not thus contribute to any inconvenience which might result from a lack of crossings over its railway in the village; but, as already stated, it laid out the village on the west side of its line, placed its freight shed and freight sidings on the east side of its line, and established a regular crossing over its tracks on Hespeler street in the said village. For a period of four years or longer, the said Hespeler street crossing was used, not only for the business of the company, but for all kinds of traffic —village and farm traffic alike—without let or hindrance from the company, or any kind of intimation that the said crossing would ever be closed; and the evidence shows that, under the impression that on Hespeler street there would continue to be, as there had been, a regular public crossing, a number of people bought lots on the east side of the line, some of them built houses there, and others spent a considerable sum of money on Hespeler street, east of the line, in order to improve the road leading up to the crossing on the said street. Then, after a number of people had thus acquired rights on the east side of the railway, the railway company, without notice, closed the

crossing on Hespeler street and opened another which it thought would better serve its purpose. This course of action by the company does not seem to me to be quite fair or reasonable; it might, perhaps, be described as arbitrary; and if the Railway Commission should approve of its as a fair and reasonable proceeding, it would, I think, thereby take a serious step towards establishing a new principle of law in dealing with the question of vested rights.

Therefore, my judgment is:

That the said Hespeler street crossing over the right of way and tracks of the Calgary and Edmonton Railway, in the village of Didsbury, in the province of Alberta, should be re-opened and maintained as a regular public crossing over the said railway at that point; the grading on each side of the track or tracks to be maintained in good order by the village, and the planking, not less than twenty feet long, between and on the outside of each pair of rails, to be laid and kept in good condition by the railway company.

February 1, 1907.

Re *Queen's Wharf Crossing, Toronto.*

This was an application by the Canadian Pacific Railway Company for an order to vary the order of the Railway Committee of the Privy Council, dated February 8, 1898, and the order of the Board, dated July 27, 1905, by directing that the entire cost of operation and maintenance of the diamonds, interlocking, derailing, and signal appliances at the Queen's wharf crossing, in the city of Toronto, of the applicant company's line of railway by the Grand Trunk Company's lines be borne by the two companies in the proportion which the total number of cars belonging to one company passing in any direction over the crossing bears to the total number of cars belonging to the other company passing in any direction over said crossing.

By an agreement between the two companies, the Grand Trunk Railway Company granted to the Canadian Pacific Railway Company running rights from the city of Toronto to the city of Hamilton, and by the agreement the expenses of maintenance of the tracks, &c., so used, and the other expenses connected with the operation of the section jointly used, were to be divided between the two companies upon a wheelage basis. The tracks so used are a portion of those crossing the Queen's Wharf spur of the Canadian Pacific Railway Company.

At the hearing (October 23, 1906), the applicant company claimed to be the senior company and to be entitled, on that account, to have the total cost of the protective appliances borne by the Grand Trunk Company.

The order of the Railway Committee of the Privy Council orally pronounced was that as the origin of the two companies was so close together in point of time, the committee was not called upon to determine the question of seniority, and that, therefore, each company should bear half the cost of construction, the cost of maintenance to be governed by the agreement.

It does not appear that any application was made by the applicant company to the Railway Committee for a change in the order, although there was some correspondence between the two companies in respect of the apportionment of the expenses between them.

Judgment, November 16, 1906.

Chief Commissioner: It appears to me entirely too late to take the ground that the order orally pronounced by the committee was varied on a subsequent application of the Grand Trunk Company without notice to the Canadian Pacific Company. Such an objection should be raised at once upon the order coming to the notice of the complainant company. And it appears to me, also, that this Board should not now reconsider a decision of the Railway Committee upon the facts which were before it. It was the body established by law to determine such questions when the application

came before it and when its order was made. The Railway Committee was a body whose membership was frequently changing. It would have been wholly unreasonable for that body to adopt the policy of changing its decisions with changes in the opinions of individual members of the committee. It would be equally unreasonable, it appears to me, for the new tribunal which has taken the place of the committee to substitute the individual views of its members for those of the former tribunal. It is true that the Railway Act gives to this Board authority to vary orders of the Railway Committee, as well as to vary its own orders; but such jurisdiction, it appears to me, should not ordinarily be exercised except under changed circumstances, or for the purpose of rectifying errors which appear to have occurred through want of information, oversight or otherwise. Even in the latter cases, application should be promptly made, as the facts respecting any alleged error or oversight are much more likely to be then ascertained.

When the application was before the Railway Committee it was, of course, unknown in what proportions the crossing would be used by the two companies, and there was very little before the committee which would enable it to judge the probabilities in this respect. But such must usually be the case.

I do not think that it would be reasonable or just to take up in this way individual cases in which it may appear that one company or the other is contributing an undue proportion of expenses of the kind in question, having reference to the respective proportions in which they use a crossing. If former orders of this kind are to be revised on such a principle, the general policy should first be determined upon, and a general inquiry made respecting at least all such as any railway company should desire to have considered. I doubt whether any company would derive from such a general inquiry an advantage which would recompense it for the expense and labour of engaging in it, and I doubt, also, whether the result would repay railway companies for keeping the necessary accounts respecting a number of crossings. If it is desired that the Board should take up the consideration of the adoption of such a general policy, it might be made a subject of discussion with the railway companies generally; but, in the meantime, it appears to me that the Board should not interfere with the order of the Railway Committee. The question whether, under the agreement between the two companies, the half ordered to be paid by the Grand Trunk Company should be charged against the expenses to which the Canadian Pacific Company has to contribute, is not a question, in my opinion, for this board to determine.

Re *Crossings of Railway Companies by Transmission Lines of Power Companies.*

By order of the Board of August 7, 1906, the Kaministiquia Power Company was granted leave to erect and maintain its transmission lines across the tracks of the Canadian Pacific and Canadian Northern Railway Companies' right of way at West Fort William, subject to the conditions set forth in the order, among which were the following:—

'1. That the applicant company, at all times, at its own expense, maintain, in good order and condition, the wires crossing the said railways so that at no time shall any damage be caused to the companies owning, operating or using the said railways, or to any person lawfully upon or using the same.

'2. That the applicant company, at all times, wholly indemnify the companies owning, operating or using the said railways of, from and against all loss, costs, damage and expense to which the said railway companies may be put by reason of any damage or injury to person or property caused by any of the said wires or any works or appliances herein provided for not being erected in all respects in compliance with the terms and provisions of this order, or if, when so erected, not being at all times maintained and kept in good order and condition, and in accordance with the terms and provisions of this order, as well as any damage or injury resulting from the

imprudence, neglect or want of skill of any of the employees or agents of the applicant company.

'3. That no work, at any time, be done under the authority of this order in such a manner as to obstruct, delay or in any way interfere with the operation or safety of the trains or traffic on the said railways.'

The Canadian Pacific Railway Company applied for an order amending the said order, to provide that the erection, construction and maintenance of the said wires be wholly at the risk of the Kaministiquia Power Company, and the said company indemnify and save harmless the Canadian Pacific Railway Company 'of, from, and against all loss, cost, damage and expense from any cause whatsoever to which the applicant company may be put by reason of any damage or injury to person or property or otherwise resulting from the erection, construction, operation or maintenance of the said wires or any working appliances which may be provided in connection therewith.'

In support of this application, the Canadian Pacific Railway Company alleged that the construction, operation and maintenance of high potential wires across its right of way was a source of the gravest danger to it, its property, and to the property and persons of those using the railway; that the presence of the said wires, even though properly protected so far as human foresight could provide, nevertheless meant that, in the case of an accident, whether due to exceptional causes or not, the resultant damage to the applicant company's property and that of third persons would be very far-reaching and was not a risk that should, under the circumstances, be assumed by the applicant company; that they should, therefore, be insured against any such loss, and requested that clause two of the order in question be amended in accordance with the application. The Canadian Northern Railway Company concurred in the application.

By agreement, written arguments were submitted upon the question thus raised. Express agreements had been entered into between some of the power companies and some of the railway companies affected respecting a number of such crossings and the protection to be provided thereat. These agreements were approved by the Board and orders issued accordingly. Among the provisions of such agreements are the following:—

'And the power company covenants and agrees that it will indemnify and save harmless the party of the first part, its agents, operatives and employees of and from any and all claims of every name, nature and description which shall be made against the railroad company or against such operatives or employees, by reason of any injury which shall come to any of them, or to the public, or to any property in transit upon such railroad because of the operation of its transmission lines or any thereof under this grant and license, and whether such injury shall be sustained through the derailment of any locomotive or car of the railroad company or otherwise, it being intended that all the risk of all accidents incident or arising from the construction, maintenance or operation of such cables over the railroad of the railroad company, however occurring, shall be borne by the power company. The railroad company is to notify the power company in writing of any such claims or of any suit for the recovery of such damages, and the power company may with the support of the railroad company arrange with the claimant or defend such suits.

'All the work to be done by the power company or by its contractors, agents or servants in connection with the doing of the said work, or in connection with the repairs, renewals, or maintenance thereof, shall be done at the risk of the power company without expense to the railroad company.....

'The power company covenants and agrees to keep, abide, and perform all the terms and conditions hereof, and shall and will at all times indemnify and save harmless its contractors, agents or servants, or to the agents or servants of any such contractors, or be done, incurred or caused by reason of the construction, repair, renewal, maintenance or use of the said work.

'The railroad company shall not in any case be liable to the power company or to its contractors, agents or servants, or to the agents or servants of any such contractors, for any injury or damage to the person or property of the power company, or to the person or property of any of its contractors, agents or servants, or to the agents or servants of any such contractors which may happen, or be done, or caused by, or by reason of the doing of the said work, or during the repair, renewal, maintenance or use thereof; and the power company shall and will assume and does hereby assume all responsibility and liability for any and all such injuries and damages, whether caused by negligence of the railroad company, its agents or servants, or otherwise; and the power company shall and will indemnify and save harmless the railroad company, its successors and assigns, of and from all damages, claims for damages, demands, suits, recoveries, judgments or executions which may arise, or may be made, had, brought, or recovered by reason of or on account of any such injuries or damages. And it also covenants and agrees to indemnify and save harmless the railroad company, its agents, servants and passengers of and from all loss, injury or damage to it or to its agents, servants, or passengers, which may happen or be done or caused by reason of the doing of the said work, or by, or by reason of the repair, renewal, maintenance or use thereof, or by, or by reason of any failure to repair, renew or maintain the said work.'

The contention of the Canadian Pacific Railway Company was that the lines of the Kaministiquia Power Company were carried across land owned by the railway company; that no compensation had been given to it for this interference with its right of property; that the wires were to be used for the transmission of something from which there was great risk of injury; and that the railway company could not be compelled to bear any of the risk this occasioned while it arose from the default of the power company or from any source beyond the control of the power company.

The original application asked that the risk be thrown absolutely upon the power company, without providing for cases in which the injury might be due to the default or negligence of the railway company or its agents; but in the written agreements referred to, the railway company did not go so far, but suggested a clause which excepted from the liability proposed to be thrown upon the power company 'any loss or damage directly attributable to any act, default, or negligence on the part of the railway company, its agents or employees.'

Judgment, Chief Commissioner, November 17, 1906.

It appears to me that the contentions of the Canadian Pacific Railway Company are well founded, and that it ought to be at no risk of loss arising from the placing of such wires across its right of way or the transmission of electric power thereon, excepting in cases in which the loss is primarily due to its default or that of those for whom it is responsible. Telephone wires over railway tracks cause a measure of physical obstruction, from which there is some possibility of danger. Contact between such wires and other wires may result in injury. But there is no such danger ordinarily attending their existence over railway tracks as in the case of wires transmitting high electric power. Usually, too, telephone wires are carried along highways and across railway tracks where the company does ont own the land but has merely a right of crossing the highways; and it is not necessary, at present, for the Board to determine what orders shall be made where power wires cross a railway upon a highway.

It appears to me that the clause now suggested by the Canadian Pacific Railway Company as a substitute for clause 2 of the original order and of the draft of the order proposed to be made in respect of the power company's second application, is a reasonable one and should be adopted. The clause is as follows:—

'That the applicant company shall, at all times, wholly indemnify the railway company of, from, and against all loss, cost, damage, and expense to which it may be put by reason of any damage or injury to person or property or business caused by any of the said wires, lines, or any work or appliances herein provided for, or by the continuance or use thereof, whether caused by the same or any of them not being erected in all respects in compliance with the terms and conditions of this order, or

if, when so erected, not being at all times maintained and kept in good order and condition and in accordance with the terms and provisions of this order, or otherwise howsoever caused, as well as of any damage or injury resulting from the imprudence, neglect or want of skill of any of the employees or agents of the applicant company: Provided, however, that the applicant company shall not be required to indemnify the railway company from and against any loss or damage directly attributable to any act, default, or negligence on the part of the railway company, its agents ,or employees.'

The power company now alleges that it has constructed its works under the order of August 7, and that that order at least should not now be varied. It appears to me, however, that as the question is a new one and as it was raised so promptly after the railway company had received notice o fthe order made, the power company's objections should not prevail.

January 24, 1907. Upon the statements made in Mr. Montgomery's further communication of December 11, 1906, it appears that the Kaministiquia Power Company has power to construct lines for the transmission of electricity upon and along highways. I understand that this is not disputed by the railway companies, although opportunity has been given for the purpose. This being the case, I think that the power company stands in the position of the telephone company, acting under the provisional order of the Board of Trade, referred to in the National Telegraph Company *v.* Baker (1893), chapter 186; and the Tramway Company, whose lines were constructed under statutory authority, referred to in Eastern and South African Telegraph Company *v.* Capetown Tramway Companies (1902), A.C. 381.

The lines authorized by the Board's order of August 7, 1906, are not constructed across the lands of railway companies, but along the highways in respect of which the railway companies have merely rights of crossing. Under those circumstances, it does ont appear to me that the power company should be responsible for any injury except such as may arise from its negligence or that of its servants or agents, and, in respect of such, the railway companies need no protection by order of the Board.

I am, therefore, of opinion that we should not vary the original order in this case.

February 4, 1907. The Kaministiquia Power Company was incorporated by the legislature of the province of Ontario, from which it derives any authority that it may have to construct lines along the highways. With its action in this respect, this Board has nothing to do. The board is not asked to give the company any authority to carry its lines along the highways; but as it is doing, and has done, so in accordance with the right which it claims, and as these rights are not contested by the railway companies interested, we may assume for the purposes of the applications before us, that the power company's action is lawful.

As the Board has no authority to give or refuse leave to run along the highways, it does not appear to me that it should impose any condition to that being done. The company applied for leave to carry its wires across the tracks of the Canadian Pacific and Canadian Northern Railway Companies; and an order was made authorizing it to do so. The railway companies have since asked for the insertion of a condition throwing upon the power company the responsibility for any damage that may occur to the railway companies or those using the railways. Upon the grounds expressed in my memorandum of January 24, I do not think that such a condition should be imposed, as between the railway companies and the power company; and I think it best that we should simply refuse the applications of the railway companies, leaving the municipality and the public using the highways to such protection as is given by the provincial law.

In Re *Canadian Pacific Railway Company and Grand Trunk Railway Company, Lennoxville Crossing Case.*

Under an agreement between the Grand Trunk Railway Company and the International Railway Company it was agreed that the said International Railway Com-

pany should bear the cost of providing, maintaining, equipping and working an ordinary level railway crossing, together with all risk arising from such construction and operation. The agreement also contained the following provision: 'In the event of the government of this Dominion passing any Act whereby certain signals, interlocking switches, or other appliances shall be used on level railway crossings, it is hereby understood and agreed that the party of the second part' (being the International Company) 'will provide, work and maintain such at their own expense.'

Hearing, October 30, 1906.

Judgment, November 17, 1906.

Chief Commissioner (6 Can. Ry. Cas., pp. 78 *et seqo*): Held, that the said clause of the agreement should not be narrowly construed; that the Board had authority under the Railway Act, 1903, to order an interlocking system at this crossing for the protection of the public.

Ordered, that the Canadian Pacific Railway Company install, maintain, and operate the ordinary interlocking, derailing and signal system, at its own expense, at the said crossing.

Windsor, Essex and Lake Shore Rapid Railway Company Crossing, Talbot Street, in the Town of Essex.

The Windsor, Essex and Lake Shore Rapid Railway Company applied, under section 177 of the Railway Act, 1903, for leave to cross, at rail-level, with its track the track of the Michigan Central Railroad Company, on Talbot street, in the town of Essex.

After hearing and a personal inspection by the Board, and upon the report of its engineer, the Board, on May 25, 1906, made an order authorizing the applicant company to construct its line of railway across the track of the Michigan Central Railroad Company by means of a subway at a point distant not less than 1,200 feet west of the proposed point of crossing on Talbot street.

Later, the applicant company asked for a further hearing of its application, claiming that it had not previously received notice that the Michigan Central Railroad Company proposed to urge the construction of a subway, and that it was not prepared with proper evidence upon that point; that, on account of the nature of the locality, a subway crossing was not feasible there.

The company was directed to formally apply to rescind or vary the Board's order; and upon a further hearing, and in view of the opinions expressed by the chief engineer of the Board, as well as by other engineers, the Board, by orded, dated November 16, 1906, rescinded its previous order of May 25, 1906, directing the construction of a subway, and authorizing the crossing by the applicant company at rail-level, requiring:

(*a*) That the said crossing be protected by an interlocking plant known as the 'McSwain Interlocking Device'; derails to be placed on the applicant company's line of railway, on both sides of the said crossing; and the said derails to be interlocked with home and distant signals on the line of the Michigan Central Railroad Company;

(*b*) That the tracks of the Michigan Central Railroad Company be bonded to a point 400 feet beyond the distant signals;

(*c*) That the normal position of signals on the Michigan Central Railroad be at 'safety,' and the derails open on the applicant company's line;

(*d*) That the plan showing the position of the derails and signals, the description of machinery to be provided, and other necessary details, be submitted to the engineer of the board for his approval:

(*e*) That a day and night watchman be appointed to take charge of the said interlocking plant, who shall also operate the gates at the said point of crossing throughout the whole twenty-four hours for the protection of those using Talbot

street in the ordinary course, the said men to be appointed by the Michigan Central Railroad Company, the wages of one of whom to be paid by the applicant company, and the wages of the other by the Michigan Central Railroad Company.

At the later hearing it was urged by the Michigan Central Railway Company that, before the applicant company can be authorized to carry its track across the line of the Michigan Central Railroad Company, it must have its route and its location plans approved in the manner required by the Dominion Railway Act.

Judgment, Chief Commissioner, November 20, 1906.

Killam, Chief Commissioner: It does not appear to the Board that this is necessary. Apparently the provincial Act did not require approval of the route or location of the railway by an authority. As the Board held before, the requirement in the Electric Railway Act of Ontario that plans be filed with the provincial Minister of Public Works was a condition only to the exercise of the right to expropriate land and not a condition precedent to the right to construct or operate the railway. The company's Act of incorporation, 1 Ed. 7, c. 92 (Ont.), provided that the railway might be carried along and upon such public highways as might be authorized by the by-laws of the respective corporations having jurisdiction over the same. It is not disputed that the necessary authority to run along the highways has been given by municipal by-laws. The original Act, as well as the Ontario Act of 1905, cap. 110, authorized the railway company to carry its line across the line of any other company on the level. Before the passing of the Dominion Act declaring the company's railway to be a work for the general advantage of Canada, the Board heard the application for a level crossing, and made an order authorizing the line to be carried underneath the Canada Southern Railway. The last mentioned Act provided that the Railway Act, 1903, and amendments thereto, with a certain exception, were to apply to the company and to its works, to the exclusion of the Electric Railway Act of Ontario or any provision of the Act incorporating the company or any amending Act inconsistent therewith; but provided that nothing therein contained should affect any action theretofore taken pursuant to the powers in such Acts. The application with which the Board has now to deal is one for a variation of the former order, so as to allow of the crossing being made at grade. The Board is of opinion that such an order may be made without approval of the route or the location of the railway under the Railway Act, 1903.

Judgment in dissent, Mr. Commissioner Mills.

In accordance with the rep rt of the engineer, the Board decided to refuse the application of the Windsor, Essex and Lake Shore Rapid Railway Company for permission to cross the Michigan Central Railway on Talbot street, in the town of Essex, and, instead, to grant the said company permission to construct a subway under the main line of the Michigan Central Railway in the southwestern part of the said town, and to carry its line at rail-level over the tracks of the Amherstburg branch of the Michigan Central Railway.

From this judgment, Mr. Commissioner Mills dissents as follows:—

Whereas steam railway companies have been and still are permitted and authorized to carry their lines of railway, even those on which are the heaviest traffic and fastest trains, across one another at rail-level in all parts of the country;

Whereas the ordinary derailing and interlocking appliances now used by railway companies were approved and ordered by the Railway Committee of the Privy Council and have frequently been approved and ordered by the Railway Commission as affording sufficient protection to the public where one steam railway crosses another at rail-level;

Whereas, by the junction of the block system in use on the Michigan Central Railway with the ordinary derailing and interlocking appliances, and the use of the gates and electric bell now maintained by the Michigan Central at the said crossing

on Talbot street, the protection could, in my opinion, be made more perfect and complete than anything yet ordered by the board;

Whereas the construction of a subway at the point suggested will necessitate such an abrupt, long, and to my mind unreasonable diversion of the electric line as no municipality would permit—much less propose—in the case of a highway for ordinary vehicular traffic;

Whereas the proposed diversion of the electric line in the town of Essex will involve the making of two crossings instead of one, one by a subway under the main line of the Michigan Central Railway where it is impossible to get drainage, and the other at rail-level by the use of a diamond and derailing appliances on the Amherstburg branch of the Michigan Central Railway; and

Whereas interurban electric railways, intended especially to meet the wants of the farming community by carrying passengers for short distances and collecting scattering freight in small quantities throughout the rural sections of the country, receive no bonuses from the Dominion government, local governments, or municipalities, and consequently are unable to bear the cost of expensive subways or overhead bridges such as the heavy subsidized steam railway companies may be able to provide:

Therefore, I have to dissent from the above judgment, on the ground that in my opinion, the proposed diversion of the electric line, with all that it involves, is unnecessary, unreasonable and oppressive—not necessary for the protection of the travelling public, not even efficient for that purpose, as it proposes and involves a level crossing of a regular line of steam railway, at rail-level, with very much less complete and effective protection than could and would be provided at the crossing on Talbot street; unreasonable, because of the length and abruptness of the diversion, which, by the creation of a steep grade and three or four right-angle curves, will greatly diminish the hauling power of the electric line; and oppressive, because it imposes on the Electric Company heavy expense for the purchase of a new right of way through a good and well-peopled part of the town, the burden of an expensive subway where drainage cannot be obtained, and the outlay necessary for a diamond and protective appliances at a rail-level crossing over the Amherstburg branch of the Michigan Central Railway.

May 26, 1906.

Judgment in concurrence, Mr. Commissioner Mills.

This is an application by the Windsor, Essex and Lake Shore Rapid Railway Company, an electric road, to cross the tracks of the Michigan Central Railway, at rail-level, on Talbot street, in the town of Essex, Ont.

After considering the evidence submitted, the arguments of counsel, the report of the chief engineer of the Board, and the whole situation and facts of the case as set forth at the hearings in Windsor and Essex, I may state briefly my opinion on two or three points:—

1. That if a subway off at Talbot street (as proposed), with all the difficulties regarding drainage, were insisted upon, a very heavy, if not altogether intolerable, burden would be imposed upon the applicant company; and the danger to the travelling public in that locality would be greatly increased beyond what it now is, by adding a rail-level crossing of the electric road over the Amherstburg branch of the Michigan Central Railway to the rail-level crossing which now exists (and will continue to exist) for vehicular and pedestrian traffic on Talbot street. In fact, we might fairly say that two things would follow: the applicant company would be burdened, possibly bankrupted; and the danger to the travelling public would be doubled—without any compensating advantage, except in the matter of convenience to the main line of the Michigan Central Railway.

2. That the proposed subway, with its five per cent grade, would greatly hamper and injure the electric road in its freight traffic.

3. That if a rail-level crossing by the electric road over the tracks of the Michigan Central Railway on Talbot street, where a crossing protected by gates now exist for

vehicular and pedestrian traffic, is granted, and stipulation is made that the most perfect form of protective appliances for such a crossing are installed, connected with the gates now in use at that point, and all (the new protective appliances and the gates) operated night and day by men chosen and controlled by the Michigan Central Railway,—if, say, all this is done, there will be only one rail-level crossing instead of two; the Michigan Central Railway will be well served; the electric company will not be embarrassed either by heavy capital outlay or in the operation of its line of railway; and, above all, the danger to the travelling public will be very much less than it would be with a subway and two level crossings, one partially protected and the other with little or no protection.

Therefore, I can only reaffirm my judgment of May 26, 1906, and concur in the conclusion to-day reached by my colleagues, the Chief and Deputy Chief Commissioner.

November 20, 1906.

Re *Kaladar Drainage.*

The facts are fully set forth in the judgment of the Chief Commissioner.

November 20, 1906, Killam, Chief Commissioner:

The Canadian Pacific Railway Company applied to the Board for an order authorizing the company to construct a ditch upon and across certain specified lands according to a plan submitted with the appliation.

The lands in question consisted of certain lots in concessions three and four of the township of Kaladar, and in concession two of the township of Sheffield, owned by different private individuals, only one of whom, James Murphy, has made objection to the construction of the drain through his land or the granting of the order.

The railway actually intersects all the lots except Murphy's, the nearest portion of which is distant several hundred feet from the line of the railway, and is separated from the railway company's property by the lands of other private owners which actually adjoin the railway.

The applicant company relies upon the powers given by subsections (*m*), (*p*) and (*q*) of section 118 of the Railway Act, 1903:

'(*m*) make drains or conduits into, through, or under any lands adjoining the railway, for the purpose of conveying water from or to the railway;

'(*p*) from time to time to alter, repair or discontinue the before-mentioned works or any of them, and substitute others in their stead;

'(*q*) do all other acts necessary for the construction, maintenance and operation of the railway.'

On behalf of Murphy it has been argued that section 196 makes it the duty of the company to make and maintain sufficient ditches and drains along each side of the railway for the purposes of any necessary drainage; that this method is the only one that can be used after the railway has been completed; that this railway has been completed and in operation for many years, and any powers of expropriation of land, or of the use of adjoining lands for purposes of drainage, have been exhausted and cannot now be resorted to; that drainage by means of ditches along the railway has been found to be sufficient for the maintenance of the railway, as evidenced by its use for so many years; and that Murphy lands were not 'lands adjoining the railway' within the meaning of subsection (*m*) of section 118.

Section 196 provides that 'the company shall in constructing the railway make and maintain suitable ditches and drains along each side of, and accross and under the railway, to connect with ditches, drains, drainage works and water courses upon the lands through which the railway runs, so as to afford sufficient outlet to drain and carry off the water, and so that the then natural, artificial or existing drainage of the said lands shall not be obstructed or impeded by the railway.'

This clause is evidently inserted for the purpose of imposing upon the company the duty of instituting such a system of drainage along its tracks as will prevent the

interference of its works with the drainage of the lands of others. It is not intended to indicate the powers which the company may exercise for the proper construction and maintenance of its railway. These powers are found in section 118, and among them are powers from time to time to alter, repair or discontinue the works previously referred to and to substitute others in their stead, and to do all other acts necessary for the construction, maintenance and operation of the railway.

Under these powers it appears to me that, when a system of drainage established upon the construction of the railway is subsequently found to be insufficient, improvements may be made therein and such further drainage works executed as will assist in keeping the railway in an efficient condition and relieve it from the danger of injury by water. And I think that, for this purpose, the company may avail itself of the power contained in subsection (*m*) to make drains into or through lands adjoining the railway.

We have been referred to the case of Kingston and Pembroke Railway Company v. Murphy, 17 S.C.R. 582. In that case it was considered that a railway completed according to its charter could not be farther extended and lands compulsorily taken for the purpose. It should be noted, however, that that case was decided under the Railway Act of 1879, 42 Vic., c. 9, which did not contain the provisions of subsection (*p*) and (*q*) before-mentioned, and that what the company there sought to do was to construct an extension of its railway, not to alter or repair the works of its existing railway.

The natural meaning of the word 'adjoining' is lying next to or in contact with; contiguous. Such is the sense usually ascribed to it by the courts. See I Bouv. L. Dict. 93, 1 Am. and Eng. Enc., pp. 635-8; 1 Cyc. 765; Rex. v. Hodges, M. and M. 341; Josh. v. Josh, 5 C.B.N.S., 454; Lighthound v. Higher Bebington Local Board, 14 Q.B.D. 849. Numerous United States authorities are cited in the dictionary and encyclopedias just mentioned. But, just as in the case of other words, when it is apparent from the context and subject-matter dealt with that the literal meaning of the word would defeat the purpose of the legislature, it must be assumed that the word was used in a different sense. Moore v. Phœnix Insurance Company, 64 N.H., 140, 6 Atl. Rep. 27; Marsh v. Concord Mut. F. Ins. Co., 71 N.H. 253, 51 Atl. Rep. 898. See also L. & S.W.R. Co. v. Blackmore, L.R. 4 H.L. 610, 39 L. J. Ch. 713; Coventry v. L.B & S.C.R. Co., L.R. 5 Eq. 104; Bateman v. Parker (1899) 1 Ch. 599; Hobbs v. Mid. R. Co., 51 L.J. Ch. 234; Ind. Coope & Co. v. Hamblin, 81 L.T. 779, 48 W.R. 438.

The general principle is best stated in the language in Maxwell on Statutes, 4th ed., p. 78. 'The words of a statute are to be understood in the sense in which they best harmonize with the subject of the enactment and the object which the legislature has in view. Their meaning is found not so much in a strictly grammatical or etymologcial propriety of language, nor even in its popular use, as in the subject or in the occasion on which they are used and the object to be attained.' See also Beal on Cardinal Rules of Interpretation, p. 34; The Dunelm, 5 P.D. 171 and Wakefield Local Board v. Lee, 1 Ex. D., at p. 343.

The statute authorizes the construction of drains into adjoining lands. It is obvious that it must be necessary in many instances to find outlets for the drains or ditches along the sides of the railway tracks, and for this purpose to carry drainage works out of and beyond the land used for the railway right of way according to the natural configuration of the ground. In authorizing the carrying of drains through or under adjoining lands the legislature must have contemplated that the drains should leave the boundary line between the company's lands and those of other owners; and it must have contemplated that the distances to which they would be carried would differ according to circumstances. And it appears to me that the legislature could not have had in view the ownership of the particular parcels or strips of land through which it would be necessary to carry such works. Having once adopted the view—which, as it appears to me, is the necessary view—that under subsection (*m*)

the railway company was authorized to carry drains away from the point of contact and into lands of others, I think that it necessarily follows that the power to carry the drains as far as might be reasonably necessary to effect the purpose for which they were to be constructed was included. Naturally such drainage works must be adapted to the formation of the land. It would be unreasonable to suppose that they were to stop at the boundary of the owner of the land next adjoining the railway, leaving the water to run as it would thereafter. In my opinion, ownership should not be treated as an element in determining whether or not the lands are 'lands adjoining the railway' for the purposes of a case such as that with which we are now dealing.

After consideration of the report of one of the assistant engineers of the Board and the evidence taken upon the hearing, the chief engineer of the Board has reported that he is 'of opinion that the sooner the water is taken away from the railway at this point the safer it will be for the railway embankment, and that this is necessary for the proper maintenance and operation of the railway.'

Under the amending Act passed at the last session of parliament, the Board is empowered to make an order giving its sanction or approval to any matter, act or thing sanctioned by the general Railway Act. It does not appear to me that the company needs any sanction or approval from the Board to enable it to exercise the power contained in subsection (*m*) of section 118; but it is convenient that it should submit to the Board proposals for the construction of any such works in order that the Board may exercise some control as to the nature of the works and for the protection of other parties.

The evidence shows that the portion of Mr. Murphy's lot which would be cut off by the proposed drain is of little, if any, value, and that no serious injury would be done to the remainedr of his land by the proposed work.

I think, therefore, that the order should go sanctioning and approving the construction of the drain as indicated by the railway company, with a condition that the railway company is to construct and maintain a suitable crossing over the drain for Mr. Murphy at such place and in such manner as shall be approved by an engineer of the board.

Re *Express Companies' Contract Forms.*

Section 27 of the Act 6 Edward VII., chapter 42, amending the Railway Act of 1903, gave to the Board certain jurisdiction respecting express companies and the carriage of goods by express.

Under subsection 10 of that section, certain contracts for carriage by express are not to have any force or effect until first approved of by order or regulation of the Board.

By section 11 any such contracts lawfully in use at the time of the passing of the Act were allowed to be continued to be used and to have effect until November 1, 1906, or until such later date as the Board might by order in any case, or by regulation, fix and limit. Before the said November 1, 1906, a number of express companies submitted forms of contract used by their respective companies with a request for their approval.

Upon an examination and consideration of these forms ,the Board decided to extend for six months from the said November 1, 1906, the time within which the forms previously in use could be used by express companies, or for carriage by express, and did extend the time as aforesaid by regulation dated November 13, 1906, with the qualification that the regulation should 'not have the effect of authorizing any company, person, or corporation, after approval of its or his tariffs of tolls by the Board under the provisions of the said Act, to contract or collect in or under any transaction or contract any express toll or tolls within the meaning of the said section 27 higher

than the toll or tolls set out in the tariffs so approved, applicable to such transactions or contract.'

Re *Express Companies' Tariffs.*

Section 27 of the Act, 6 Edward VII., chapter 42, amending the Railway Act, 1903, applies to tolls or charges for the carriage of express matter, either wholly or partly in Canada and between points in Canada and points in the United States by any one company,, and the provisions of the Railway Act, 1903, with reference to joint tariffs, are applicable to tariffs of express tolls under the amending Act.

Chief Commissioner, November 29, 1906.

CLAIMS AGAINST RAILWAY COMPANIES.

The Board has no jurisdiction to compel the railway company to pay for loss of cattle killed or injured by its trains, or for property burned by fires kindled by locomotives, as the statute expressly provides that relief in such matters is to be obtained by action in a court of competent jurisdiction. The Board, however, has jurisdiction to compel the company to put in proper cattle-guards and highway approaches, where it is the company's legal duty to do so.

Chief Commissioner, November 30, 1906.

Re *Rounding off Passenger Tolls.*

Section 258 of the Railway Act, 1903, provides '.....; and in estimating the tolls to be charged in passenger tariffs any fraction of five cents less than two and a half cents shall be waived by the company, and above two and a half cents and up to five cents shall be considered as five cents by the company.'

The question was whether, when a special tariff is made up at less rate per mile than the standard tariff rate, the railway company is obliged to apply the principle laid down in the part of the section quoted.

Chief Commissioner, December 3, 1906.

It does not appear to me that a railway company is so bound. Provided the standard rate is not exceeded and the clauses respecting discrimination and other provisions of the Act are not infringed, a special tariff may be made up either upon a uniform mileage rate or otherwise. Even if made up in general upon a mileage rate less than the standard rate, the company may violate that principle in some cases, and make the rates between certain stations upon another basis, arbitrary or otherwise.

I am, therefore, of opinion that a special tariff can be made without attention to the provisions of section 258, provided the fares are expressed in whole, not fractional, multiples of 5 cents. For instance, if a special tariff is made up at a rate of 2 cents per mile for a line where the standard rate is 3 cents per mile, 25 cents may be charged, instead of 22 cents or 20 cents for a journey of 11 miles.

Chief Commissioner, December 3, 1906.

Re *Neelon Highway Crossing.*

The railway Act, 1903, does not empower the Board to order or compel a railway company to construct a highway crossing over its railway where no highway has preconstruction of a highway across the railway; such leave may be given to the railway viously existed. The power of the Board in such a case is merely to *give leave* for the company, in which case it will be at liberty, but not obliged, to construct the crossing, or leave may be given to the municipal, or other body, having authority to open up a highway across private property without the consent of the owner. In the latter case the railway company is no more under obligation to bear the expense than a private owner would be.

SESSIONAL PAPER No. 20c

Re *James Bay Railway Company's Application to Cross Grand Trunk Railway Belt Line on Robert Davies' Property.*

This application came before the Board as the result of an agreement between the two companies made on the hearing of the two actions for injunction between the two companies in the High Court of Justice for Ontario. The agreement was that the James Bay Railway Company should apply to the Board for leave to make the crossing, and that on this application the board was to decide 'which railway is bound to cross the other, and on what terms, and at whose expense the crossing is to be made.'

The evidence before the Board showed that, before the lodging of the application and before the agreement for making it, the James Bay Railway Company had entered upon the property under a warrant of possession and constructed its tracks across the spur in question, although met with forcible opposition by the Grand Trunk Railway Company.

The Board decided that it was unnecessary for the James Bay Railway Company to make any such application, and treated the track on the Robert Davies' property at the point of crossing as not being a railway line or track of another company within the meaning of section 177 of the Railway Act, 1903, but as being personal property, or, if real estate, as the property of Robert Davies, and made an order giving leave to the James Bay Railway Company to construct its line of railway across the spur track in question without putting in a diamond or otherwise providing for the operation of the spur by the Grand Trunk Railway Company across the line of the James Bay Railway Company, and without compensation to the Grand Trunk Company, thus leaving Davies to get such compensation as he might be entitled to under the Railway Act.

The Grand Trunk Railway Company applied to the Board for leave to appeal from this order upon the following grounds:—

'1. That the tracks of the Grand Trunk at the point in question is a railway line of a company, for the crossing of which by the tracks of the James Bay, leave of the board is required under section 177 of the Railway Act.

'2. That leave of the Board was not necessary in order to enable the Grand Trunk legally to construct (at the point of crossing) the line of railway in question.

'3. That the Grand Trunk Railway Company has an interest in the land at the point in question as against the James Bay, and the James Bay cannot legally use or occupy suc land without the leave of the Board.'

Judgment, Chief Commissioner, December 3, 1906.

Held, that if these questions or one of them should be answered in the affirmative, the James Bay Railway Company could not lawfully have placed its tracks over the site of the spur in question without leave of the Board, and that such leave would not have been given upon the terms embodied in the Board's order. Either a diamond should have been inserted, and the proper method of protection at the crossing determined, or some compensation should have been awarded under section 137 of the Railway Act, 1903.

Leave to appeal upon the following grounds granted: —

1. Did the railway tracks from and connecting with the Belt Line railway constitute, where such tracks crossed the approved location of the James Bay Railway over Robert Davies' property, a railway line or track of a company, leave to cross which by the line of the James Bay Railway Company was required under section 177 of the Railway Act, 1903?

2. Could the Grand Trunk Railway Company of Canada legally construct the said railway tracks on Robert Davies' property at the point of crossing by the James Bay Railway Company, without the leave of the board?

3. Had the Grand Trunk Railway Company, when the James Bay Railway Company constructed its line of railway across the said railway tracks on Robert Davies' property, such an interest in the land occupied by such railway tracks at the said

point of crossing as against the James Bay Railway Company that the James Bay Railway Company could not lawfully use or occupy such land without the leave of the Board?

Re *Canadian Pacific Railway Spur to Great West Development Company's Premises, Winnipeg.*

Judgment, December 5, 1906.

Chief Commissioner:

The Canadian Pacific Railway Company should be asked for some evidence that the proposed spur is necessary in the public interest, or for the purpose of giving increased facilities to business. (Under subsection 4 of section 175 of the Railway Act, 1903).

Where a body like a city or town consents to the construction of a spur line, the Board frequently takes this as sufficient, or it may consider that the nature of the locality to be served, or some other circumstances, afford sufficient *prima facie* evidence to satisfy the statute. In the present case there is nothing. We do not know what the Great West Development Company is. It may be only a speculative real estate company; and as the city of Winnipeg does ont consent and shows some reluctance to consent to the construction of the spur, there should be some evidence to satisfy the statute.

Station Sites.

By section 256 of the Railway Act, the location of station must be approved by the Board, and in case of a railway which, since July 18, 1900, has been granted a subsidy in money or land by the parliament of Canada, the railway company is required to maintain and operate a railway station or stations, with such accommodation or facilities therewith as are defined by the Board, at such point or points on the railway as are designated by the Board's order; and in any case, every station of a railway company is required to be erected, operated, and maintained with good and sufficient accommodation and facilities for traffic, a provision which, under its general jurisdiction, the Board is authorized to enforce.

The view the Board has taken is that the approval by the Board of location plans which appear to leave spaces for station sites, does not satisfy the provisions referred to, requiring that the locations of stations be approved by the Board, but there must be separate orders expressly approving such sites.

Chief Commissioner, February 11, 1907.

Re *Jacob Wright's Farm Crossing.*

This was an application by Jacob Wright for a farm crossing over the line of the Canada Southern Railway Company on lot 29, concession 5, in the township of Enniskillen, in the county of Lambton, Ontario.

Wright is the owner of lands on both sides of the railway. The engineer of the Board reported that the applicant had no farm crossing and that the only way to reach the portion of his land lying to the north of the railway was by way of his neighbour's lands, north of the concession line, necessitating a long and out of the way route.

It appears that when the railway was built the lands were owned by the Crown, but were subsequently surveyed and sold to the original owners. The contention of the railway company is that the lands were surveyed and obtained before the construction of the railway, but that the right of way across the lot was conveyed to the company without reservation before Wright acquired the land on each side of the railway; that under its original Act of incorporation it was not bound to grant farm

crossings to the owners of lands adjacent to its right of way; that the subsequent legislation does not impose upon the company that liability; and that, while not admitting the jurisdiction of the Board to require the making of the farm crossing for the applicant, the company expresses its willingness that such an order be made upon the terms of the applicant bearing the cost of construction and maintenance and paying such sum as the Board thinks reasonable and proper for the privilege, taking into consideration the attendant liabilities in connection therewith.

In the similar case of the Ontario Lands and Oil Company *v.* Canada Southern Railway Company, 1 Ontario L. R. 215, Meredith, J., decided that the railway company was not bound, under its Act of incorporation and the general Railway Act in force when the railway was built, to grant farm crossings, and that the Dominion Railway Act of 1888, which was enacted after the construction of the company's railway, did not apply to cases in which the railway had been previously constructed on land conveyed to the company and the owner of adjoining land had purchased subsequently to such conveyance, as, in his opinion, the railway could be said to be carried over the land of a person where such person did not acquire the property until after the railway was constructed.

Chief Commissioner:

I agree with Meredith, J., in thinking that the decision of the Supreme Court of Canada, in Vezina v. the Queen, 17 S.C.R. 1, conclusively established that, under the general Railway Act in force when the Canada Southern Railway Company was incorporated and when its line was constructed, a company was not bound to grant farm crossings over its line where a right thereto was not reserved in the grant or otherwise agreed to by the company; and I am also of opinion, with him, that where, prior to the passing of the Act of 1888, a person had acquired lands on opposite sides of a railway across which his predecessor in title had the right of way of crossing, the Act of 1888 did not operate to give that right to the new owner. In my opinion, also, the Act of 1888 cannot properly be construed retroactively so as to apply to a railway previously constructed on lands vested absolutely in the company. Section 190 of the Act of 1888 provided—as did section 198 of the Act of 1903—that 'every company shall make crossings for persons across whose lands the railway is carried, convenient and proper for the crossing of the railway,' &c. According to my interpretation, this provision is applicable only to cases in which the railway has been carried across a person's land since the enactment of the Act of 1888. I have formed this opinion after consideration of the jurisprudence in the province of Quebec, and particularly the cases of Bolduc v. Canadian Pacific Railway Company, Q.R. 23 S.C. 238, the Grand Trunk Railway Company v. Huard, Q.R. 1 Q.B., 501.

For the purposes of the application, therefore, it does not appear material to ascertain whether the railway was constructed before or after the grant from the Crown. I think that the applicant has no absolute legal right to the crossing, and that it can be granted by the Board only in the exercise of the discretion given by section 253 of the Railway Act (subsection 2 of section 198 of the Railway Act, 1903), which provides as follows: '. . . . . .'

Under the report of the engineer I think that we may properly find that the crossing is necessary for the proper enjoyment of the applicant's land on either side of the railway, and that it would be safe in the public interest; but as such an order is one to which the applicant is not entitled of right, and as it would have the effect of creating an easement over property which belongs absolutely to the railway company, and would involve some danger to the company's trains, any expense of construction and maintenance should be borne by the applicant, and the company should receive reasonable compensation.

Deputy Chief Commissioner Bernier expressed the view, in which Mr. Commissioner Mills concurred, that the railway company should undertake to open, construct and maintain a farm crossing at its own expense; and under the ruling of the Chief Commissioner that the Board has jurisdiction to make an unconditional order

requiring the railway company to construct the farm crossing in question, although he did not depart from his previously expressed opinion, the order issued February 15, 1907.

Chief Commissioner, February 26, 1907.

Judgment in concurrence, Mr. Commissioner Mills.

From the report of an engineer of the Board in this case, it seems clear that Mr. Wright's application for a farm crossing should be granted; and the only question is, at whose expense is the crossing to be made and maintained.

After full consideration of the principle involved and its wide application to Crown and Company lands in the western provinces and elsewhere, I am of the opinion that farm lands everywhere, actually occupied or to be occupied, carry with them the right of free passage (saving natural obstacles) from any one part of a lot to any other part of the same lot, which lot is or is to be occupied and worked as a farm; and that when a railway company or other corporation, for its own purposes and advantages, infringes upon this natural and fundamental right, it should do so with the clear understanding that it will, when constructing its line or at some later date, be compelled to provide and thereafter maintain, at its own expense, at least one adequate and satisfactory farm crossing on every lot or farm which it crosses.

Therefore, I concur in the judgment of the Deputy Chief Commissioner, that the Michigan Central Railway Company, as the successor of the Canada Southern Railway Company, should provide and maintain, at its own expense, an adequate and satisfactory farm crossing, at a point to be agreed upon, on the farm of Jacob Wright, known as lot 29, con. 5, in the township of Enniskillen, county of Lambton, Ont.

February 15, 1907.

Re *Complaint of the Dominion Concrete Company, Limited.*

This company applied for an investigation by the Board into the matter of the Canadian Pacific Railway Company's rate of 12 cents per hundred pounds on concrete blocks from Kemptville, Ont., to Graham station, a distance of 107 miles, as against a rate of 6½ cents per hundred pounds on brick, and alleging an unjust discrimination in favour of the latter commodity and against the former.

This matter was taken up by the chief traffic officer of the Board, and after considerable correspondence with the railway company the rate on concrete was reduced and made satisfactory to the complainants. After the lower rate had gone into effect complainants claimed to be entitled to a refund of the difference between the higher and the reduced rate. The railway company refused to recognize any such claim and complainants claimed to be entitled to a refund of the difference between the higher and the reduced rate. The railway company refused to recognize any such claim and the complainants applied to the board for an order directing a refund.

Judgment, Chief Commissioner, March 5, 1907.

Under the Railway Act a railway company is required to obtain approval of what are called standard tariffs, specifying the maximum mileage rates at which the company is authorized to charge, and upon approval of such tariffs, the company is authorized to charge the rates set out therein, unless it files special tariffs giving lower rates than those in the standard tariff; and section 327 of the Railway Act provides that, when a railway company's standard freight tariff has been approved and published, the tolls specified therein—except where other tolls are provided for by special or competitive tariffs—are the only tolls which the company is authorized to charge for the carriage of goods; and, by section 401 of the Railway Act, 'any person or company, or any officer or agent of any company, (*a*) who shall offer, grant or give or shall solicit, accept, or receive any rebate, concession, or discrimination in respect of tht transportation of any traffic by the company, whereby any such traffic shall, by any device whatsoever, be transported at a less rate than that named in the tariffs

then in force . . . shall for each offence be liable to a penalty not exceeding one thousand dollars and not less than one hundred dollars.' The authority of the Board to deal with tolls and tariffs, as set out in section 323 of the Railway Act, is as follows: 'The Board may disallow any tariff or any portion thereof which it considers to be unjust or unreasonable, or contrary to any of the provisions of this Act, and may require the company, within a prescribed time, to substitute a tariff satisfactory to the Board in lieu thereof, or may prescribe other tolls in lieu of the tolls so disallowed.

'2. The Board may designate the date at which any tariff shall come into force.'

Held, that this does not empowed the board to make a retroactive alteration in a tariff which is not contrary to any of the provisions of the Railway Act, so as to apply the alteration to past transactions; and that the railway company is not entitled to make rebates from tolls which have been charged in accordance with the tariffs lawfully existing when the transaction took place.

Held, further, that the Board has no authority to direct the Canadian Pacific Railway Company to refund any portion of the tolls charged by it under the tariffs existing before March 20, 1906.

A later application was made by complainants against this ruling of the board,

A later application was made by complainants against this ruling of the Board, tariff should come into force, this could be done so as to give the same a retroactive effect.

and it was argued that as the Board had power to designate the date at which any

Held, Chief Commissioner, March 20, 1907, that the power of the Board to designate the date at which a tariff shall come into force does not enable the Board to give such tariffs a retroactive effect, and to make them applicable to prior shipments.

Discrimination.

Railway companies have no right to discriminate in regard to passenger rates as between passengers arriving at Canadian ports by different steamers. By section 315 of the Railway Act tolls are required, under substantially similar circumstances and conditions, to be charged equally to all persons and at the same rate in respect of all traffic of the same description, and carried in or upon the like kind of cars, passing over the same portion of the line of railway; and that no reduction or advance in any such tolls shall be made, either directly or indirectly, in favour of or against any person or company travelling upon or using the railway.

Chief Commissioner, March 7, 1907.

(Immigrant Passenger Tariffs.)

Re *Complaint Brown Brothers Company* v. *Canadian Northern Railway Company.*

The complainants alleged that on May 2, 1906, they delivered to the Canadian Northern Railway Company at Warman, Alberta, two boxes of nursery stock, consigned to L. H. Daly, of Vegreville, Alberta, and that the shipment proved a total loss to them, occasioned by the neglect or refusal of the railway company to carry and deliver the traffic without delay.

It appeared from the answer filed on behalf of the railway company to this complaint that a period of fifteen days had elapsed from the time of receipt at Warman Junction until their arrival at Vegreville, a distance of 262 miles, and the railway company was advised that the Board felt that, under the circumstances, it should take into consideration the Brown Brothers Company's claim for damages, and that such steps should be taken as would prevent the recurrence of such delays.

Held, Chief Commissioner, March 12, 1907, that, under the Railway Act, the Board has now power to award compensation to parties fo. delays in forwarding traffic, as the Act expressly provides that the remedy is to be had by action in the ordinary courts; that the function of the Board is to require the furnishing of accommodation

and the forwarding of traffic without delay, while the circumstances admit of the Board interfering; but that, in case of a transaction which is closed, the Board can only deal with it as showing the necessity for action to prevent such delays in the future.

Re *Complaint of Canadian Canners, Limited.*

This was a complaint by the Canadian Canners, Limited, that the Canadian Pacific Railway Company charged a rate of 33 cents per 100 lbs. on a carload of canned goods shipped from Wellington, Ontario, to Sturgeon Falls, Ontario; or 4 cents per 100 lbs. more than the combination of the local rates from Wellington to North Bay and from North Bay to Sturgeon Falls.

Upon the application of the complainants, the railway company refused to refund the difference between the published rate of 33 cents and the combination of local rates, on the ground that it would be illegal to protect other than the published tariff rate, namely, 33 cents per 100 lbs.

The application to the Board is for authority to make the refund.

Judgment, Chief Commissioner, March 12, 1907.

Held, that, not only would the railway company be justified in refunding the difference between the 5th class rate from the point of shipment to Sturgeon Falls and the sum of the commodity rate to North Bay, and the fifth-class rate from North Bay to Sturgeon Falls, but that it ought to do so. The later two rates are those of lawfully published tariffs; and a shipper has the right to the carriage of his traffic at the commodity rate to North Bay, and at the tariff rate from North Bay to Sturgeon Falls, although he consigns his shipment direct to Sturgeon Falls without mentioning the intermediate point.

It may happen that ignorant shippers will not be given this privilege, while those better informed will obtain it; but the informed shipper should not, on that ground, be refused the lower rate.

Re *Somerset Bridge, Ottawa.*

The city of Ottawa applied to the Board for an order under sections 186 and 187 of the Railway Act, 1903, directing the Ottawa Electric Railway Company, the Grand Trunk Railway Company of Canada, and the Canadian Pacific Railway Company to submit a plan and profile for the purpose of widening the bridges and approaches thereto constructed by them at Somerset street, a public highway in the city of Ottawa.

The bridge in question spans the tracks of the Canada Atlantic Railway and the Canadian Pacific Railway at the western boundary of the city. The eastern approach and bridge proper lie within the city of Ottawa, the western approach within the village of Hintonburg. The Ottawa Electric Company, which is subject to the legislative authority of the parliament of Canada, owns and operates a street railway system in the city of Ottawa and its suburbs. The portion within the city was constructed and is operated under an agreement between the city and the company authorizing the company to exercise its franchise for the period of thirty years from August 13, 1893. By a later agreement between the electric company and the city, the city consented to the construction, maintenance and operation by the electric company of its railway upon and along Cedar street and other streets in the city, and by this agreement it was provided that nothing contained therein, or in the original agreement between the city and the company, or in the by-law of the City Council ratifying these agreements, should be 'construed to impose any liability on the corporation for the construction, repair, or maintenance of bridges on Cedar street, crossing Canada Atlantic Railway lines and the Canadian Pacific Railway lines, or any bridge or bridges that may be constructed in place of the same; or should be 'construed as an assuming by the corporation of the said bridge or either of them.'

The street referred to as Cedar street is the one now known as Somerset street, on which the bridge in question is situated.

By agreement between the Electric Railway Company, the Canadian Pacific Railway Company, and the Canada Atlantic Railway Company, for certain considerations therein named, the Electric Company agreed from time to time and at all times thereafter, to 'indemnify and save harmless the railway company from and against all liability to maintain, alter, repair, or reconstruct the said bridge or the approaches thereto, and also from and against all claims for damages of every kind or nature whatsoever, or for any penalty imposed upon the said bridge or crossing, or the approaches thereto'; and further agreed that, if it should at any time become necessary to reconstruct the then existing bridge or to alter the same, plans of the said alteration or of the new bridge to be constructed should first be submitted to and approved by the railway company.

The substantial question for consideration was as to the body which should bear the cost of the alteration. The city, through its counsel, offered to bear one-fourth of the expense. The railway companies contended that, in view of their agreement with the Electric Company, and of the fact that the necessity for the widening of the bridge arises wholly from its use by the Electric Company, that company should bear the remaining portion of the expense.

Judgment, Chief Commissioner, March 13, 1907.

Held, that, as between the Electric Company and the two railway companies, the contention of the railway companies was correct, and that, as between the Electric Company and the city, the Electric Company should widen the bridge by sixteen feet according to the plans to be approved by the Board, and that the city should pay the Electric Company one-fourth the expense involved in the addition.

Passenger Rates.

By order of the Board, dated March 18, 1907, the Grand Trunk Railway Company of Canada and the Canadian Pacific Railway Company were directed to reduce the passenger rates for their lines east of and including the Calgary and Edmonton Railway, to three cents per mile.

Re *the E. B. Eddy Company's Complaint.*

This company has asked the Board to give the Grand Trunk Railway permission to reduce its charges on certain traffic carried at the rate of 10 cents per 100 lbs. under the tariff in force at the time, to 8 cents per 100 lbs. subsequently substituted.

Section 327 of the Railway Act provides that, when a railway company's standard freight tariff has been approved and published, the tolls specified therein—except where other tolls are provided for by special or competitive tariffs are the only tolls which the company is authorized to charge for the carriage of goods. Section 401 imposes a penalty on any person or company, or any officer or agent of a company offering, granting, giving, soliciting, accepting or receiving any rebate, concession, or discrimination in respect of the transportation of any traffic by the company, whereby any such traffic shall, by any device whatsoever, be transported at a less rate than that named in the tariffs then in force; and section 402 makes it an offence in a company to depart from the tolls in a tariff then lawfully in force.

Judgment, March 18, 1907.

Held, that the Act gave the Board no power to permit a departure from the lawfully existing tariffs in respect of past transactions, or to legalize rebates from the previously earned tolls specified in such tariff; and on this ground, the Board

should not attempt to interfere. 'In the present instance an attempt to exceed the Board's power seems to be particularly objectionable, because the Board would not be able to secure to others in a similar position the rebates which the Eddy Company desires, but by becoming a party to the rebate, it would facilitate an undue preference in favour of one shipper.'

Judgment in dissent, Mr. Commissioner Mills.

On October 16 and 17, the E. B. Eddy Company thought of shipping pulp for the manufacture of paper from Danville, Que., to Ottawa, Ont., and called the attention of Mr. Bremner, who represented the Grand Trunk in Ottawa, to the fact that the 10 cent rate quoted on pulp from Danville to Ottawa was prohibitive, and that they could not ship pulp from Danville to Ottawa at a higher rate than 8 cents per 100 lbs.

After considering the question, Mr. Bremner, on behalf of the Grand Trunk, advised the E. B. Eddy Company that the Grand Trunk would give the said company a rate of 8 cents per 100 lbs. from Danville to Ottawa. The Eddy Company accepted the 8-cent rate and notified Mr. Bremner that some cars were then being loaded; and Mr. Bremner says that the Eddy Company was then notified that the 8-cent rate would not apply on cars shipped prior to the date on which the tariff became effective. The correctness of this latter statement, the Eddy Company does not admit, but alleges that in good faith, without any doubt that the 8-cent rate would apply, it shipped five cars of pulp between the time that the 8-cent rate was announced and he publication of the tariff to that effect.

Subsequently the Grand Trunk Company rendered a bill for $153.68, being an extra charge of two cents per 100 lbs. on six cars pulp shipped between the time of the announcement of the 8-cent rate and the publication of the tariff, 9 days later.

In reference to this account, the E. B. Eddy Company sets forth the following declarations and statements of opinion:—

It declares that it shipped five of the six cars in good faith after the reduction was announced, and had no doubt that the rate was to be 8 cents per 100 lbs.

It expresses the opinion that nine days was altogether too long a time to take in issuing the tariff, and directs attention to the statement of the chief traffic officer that the said tariff could have been issued much sooner, if it had been done in the way which is usual when it is known that cars are loaded or being loaded and waiting for shipment.

It calls attention to the fact that the application of the 8-cent rate from the date of the announcement would not involve a discrimination against any one.

And it further alleges that the Grand Trunk is willing to withdraw or cancel this account for extra charges over and above the 8-cent rate, if the Railway Commission will allow it to do so.

I think the intention of parliament, as expressed in section 401 of the Railway Act, was to prevent all kinds of *discrimination*—not to compel a railway company to continue charging an admittedly unreasonable or prohibitive rate until such time as it can conveniently prepare and issue a new tariff, when the said company is willing to make a reduction in such reasonable or prohibitive rate as soon as its attention is called to the matter (before a change in the tariff is made)—provided such reduction is made with the knowledge of the Railway Commission and manifestly *without discrimination* against any one.

Such a reduction, under such circumstances and conditions, the Grand Trunk Railway Company announced its willingness to make in the published tariff rate on pulp from Danville, Que., to Ottawa, Ont.; and under such circumstances, I think the Board should allow the said railway company, without injury or discrimination against any one, to apply its 8-cent reduced ratef rom the time when it announced its intention to make the reduction from 10 to 8 cents per 100 lbs.

March 8, 1907.

SESSIONAL PAPER No. 20c

Re *Application of the Toronto, Hamilton and Buffalo Railway Company, under section 175 of the Railway Act, 1903, for leave to construct a branch from its main line in the city of Hamilton to the works of the Canadian Westinghouse Company.*

The projected line would cross Sherman avenue south of Princess street and run thence, approximately, parallel to and about 125 feet south of, that street, and parallel to, and some 350 feet south of, the line of the Grand Trunk Railway Company crossing at grade, between certain points, the line of the Hamilton Radial Electric Railway Company and curving northerly, about Fullerton avenue, a short distance from the Westinghouse Company's works.

Objection was made to this line by the residents of the locality west of Sherman avenue and between the proposed line and that of the Grand Trunk Railway Company, on the ground that it would be very injurious to them that their properties should be inclosed within a strip bounded by two lines railway; and the Radial Company objected to a crossing of its line at grade. The Grand Trunk Railway Company also objected to the use of any portion of its right of way for the proposed branch.

Judgment, Chief Commissioner, March 28, 1907.

I am of opinion that it would not be reasonable to compel the Grand Trunk Railway Company to allow such a use of its land at that point.

I am also of opinion that it would not be proper to allow the construction of the branch beyond Sherman avenue south of Princess street. This would leave a strip of property about fifteen hundred feet long by three hundred and fifty feet in width between two lines of railway. At the present time the property between Sherman avenue and the Westinghouse Company's property is wholly residential, and even though the proposed branch were simply to be used as a spur line for access to the Westinghouse Company's works, it would be highly injurious to the residents of such a strip. It may be that circumstances will lead to the strip becoming eventually a manufacturing locality; but, unless it is sufficiently important, the residents should not be forced to this result.

On behalf of the city of Hamilton, objection is made to the proposed lowering of the Radial railway, as this would involve the lowering of Princess street below a large existing sewer, and in such a manner as would injure Princess street for public travel.

While one or more industries are to be served east of Sherman avenue, the extension beyond that is for the purpose of giving access to the Westinghouse Company's works only. If that company did not object, it would be possible to carry the line along that of the Grand Trunk Railway directly into the Westinghouse Company's premises. Doubtless it will be of great value to that company to have the additional railway connection and service, but it has already connection with the line of the Grand Trunk Railway, by means of which traffic can be transferred to and from the line of the Toronto, Hamilton and Buffalo Railway.

No public interests are involved, and it does not appear to me that the residents of the locality should be compelled to submit to the injury that would be done their property or that the Radial Company should have its line crossed at grade in order to enable the Westinghouse Company, which desires the railway communication, to procure it without injury to its own buildings or premises.

Held, Commissioner Mills dissenting, that the application for leave to construct the spur line on the route proposed should be refused, but that authority should be granted, if the applicant company desired, to construct a branch line with the diversion northwesterly over Sherman avenue to the south of the Grand Trunk Railway Company's right of way, and thence parallel thereto over the radial railway to Rosedale avenue, and to take it directly to the Westinghouse Company's premises, or have it connected with the Grand Trunk Railway tracks, as might be arranged, or that leave should be given for the construction of any portion of the line which might be desired.

8-9 EDWARD VII., A. 1909

Re *Cedar Dale-Oshawa Crossing.*

This was an application by the Police Village of Cedar Dale for an order directing the Grand Trunk Railway Company of Canda to provide better protection where its railway crosses Simcoe street, in the said village.

There was at the same point an electric railway crossing the Grand Trunk Railway, with interlocking appliances operated by the electric company, and the Board, by its order of December 19, 1906, directed that the gates be interlocked with those appliances and be operated by the signalman stationed in the tower, and that the Grand Trunk Railway Company should bear the expense incident thereto over and above the expense to which the electric company was subject. The Board also directed that an electric light should be provided and maintained by the village at the crossing.

Simcoe street, over which the Grand Trunk Railway crosses, is a continuation of a street of the town of Oshawa, but the point of crossing is outside the limits of the town. Counsel for the town supported the application for the order, and took part in the examination of witnesses. Among other things, he said: 'This corporation is interested in having the lives of the citizens protected—their lives and property—and would urge upon the commissioners as strongly as possible the propriety of providing such protection as may be thought proper.' And after reference to the probable expense of a subway, he said: 'But all the other protection that could be afforded would be urged by this corporation.' Further he said: 'The town council do not see that they should be called upon to contribute. They contribute an immense amount of business to the railway.'

In announcing to the parties its conclusions, the Board expressed doubt whether the town could be considered interested so as to be liable to be made a contributory to the cost of protection of the crossing, and intimated that, if the railway company should be of opinion that the town was so liable, the Board would like to be furnished with references to any statutory provisions imposing on the town or bestowing on it any rights with respect to a highway outside the boundaries of the town; and it also stated that it considered that the village of Cedar Dale was not in such financial position that it should be asked to contribute, except by providing and mainaining a light at the crossing.

The Grand Trunk Railway Company then applied to have the order varied so as to apportion the cost of the installation, operation and maintenance of the gates equally among the town of Oshawa, the village of Cedar Dale and the railway company, claiming that the town was interested in the matter and should be compelled to contribute, and that the weak financial position of the village was no sufficient ground for exempting it.

This latter application was heard before the Board. In support of the claim of interest on the part of the town, reference was made to the position taken by the counsel for the town at the previous hearing, and to the case of the Grand Trunk Railway Company v. City of Kingston, 8 Ex. C. R. In that case an application was made to have certain orders of the Railway Company of the Privy Council made rules of the Exchequer Court. By these orders, the city of Kingston was directed to contribute to the expense incident to the construction of a subway for carrying a highway under the Grand Trunk Railway outside of the city limits; and objection was made to the authority of the Railway Committee to impose this condition. The learned judge of the Exchequer Court was of opinion that he had no authority to review the decision of the Railway Committee upon the merits, or its methods of procedure. He said: 'Was the city of Kingston interested in the works that were directed to be done?' If that question is answered in the affirmative, the Railway Committee had jurisdiction to make the orders as amended. If it is answered in the negative, then the committee had no jurisdiction to impose upon the city of Kingston the obligation to bear any part of the cost of such works. I think the question should be answered in the affirmative. Although the works directed to be carried out are not within the limits of the city of Kingston, they are in close proximity thereto, and are

intended to protect the public from danger of crossing the Grand Trunk Railway by a level crossing on a road that, within a short distance from the crossing, connects with one of the city streets. In addition to this, it appears that the city of Kingston was one of the movers in the application to the Railway Committee for an order to have the works in question undertaken; and it seems to me that one could not now with fairness say that the city of Kingston was ont interested therein.'

In *re* Canadian Pacific Railway Company and county and township of York, 27 O.R. 559; 25 O.A.R. 65, Mr. Justice Rose upheld the validity of an order of the Railway Committee under which the city of Toronto, the county of York, and the township of York were directed to contribute to the cost of installing and maintaining gates and a watchman for the protection of a highway crossing which was in the township of York and outside the limits of the city of Toronto. The order of the Railway Committee had been made upon the application of the city of Toronto. The county and township of York appealed from the judgment. Burton, C.J.O., and Maclennan, J., were of opinion that the order was invalid in so far as it imposed a burden upon the township and county. Osler, J., held that the township and county were 'persons interested' within the meaning of the Railway Act, and subject to the jurisdiction of the committee. Meredith, J., held that, as the road was not a county road, and the county was under no responsibility for its maintenance, it could not be considered to be interested so as to be liable to the order of the committee.

The city of Toronto did not appeal, and it does not appear to have been represented before the Court of Appeal. As the original applicant for the order, it could hardly be said that it was not interested.

Chief Commissioner:

In the two cases referred to, the courts were called upon to enforce orders made by the Railway Committee. They could not review the decisions of the committee upon the facts. If there was before the committee any evidence that the parties ordered to contribute were 'interested' within the meaning of the statute, the jurisdiction of the committee to make the orders could not be disputed.

In the present case this Board is the court of original jurisdiction which has to decide for itself, not merely the question of law, but also the question of fact, as regards interest, and further, whether, in the exercise of its discretion, it considers that the town should justly and properly be made to contribute to the cost of protecting the crossing in question.

I think that it cannot properly be said that, as a matter of law, there is not some evidence of interest on the part of the town which would support an order of the Board against it, particularly in view of the direct claim of interest on the part of counsel representing the town. But it does not appear to me that the town is necessarily bound by the admission of some interest, having in view the circumstances and the nature of the interest admitted. The town corporation is a statutory body. It has no duty to maintain highways outside of the town limits, or to preserve them from obstruction. It is not authorized to expend the moneys of the town upon such highways. As a public body, having in view the interests of the citizens, a town council often interests itself in many matters of public importance not directly coming within its functions. Naturally the safety of citizens of the town travelling along the highway and over the crossing in question is looked upon by the council as of public interest; but it does not appear to me that, on that account, the municipal corporation can be said to have any legal interest in the matter of protecting the crossing. The individual interests of citizens having occasion to use the highway are not, in my opinion, ascribable to the corporation, and the admission of the counsel for the town, and the part which he took in supporting the application, do not appear to me to carry the matter farther or to constitute such an admission or evidence of interest as to warrant the Board in finding as a matter of fact that there was such interest.

I think, therefore, that the town should not be ordered to contribute to the expense of erecting, maintaining, or operating the gates.

As regards the village of Cedar Dale, the matter stands in no different position from that presented at the original hearing. I do not think that the Board should be called upon in such a case to revise its previous decision, where no new facts have been presented and no material point was previously overlooked. In making the order the Board expressed its doubt upon the question of making the town a contributory. That question was fairly open for reconsideration.

In my opinion the application should be dismissed, and the railway company should be ordered to pay to the village a reasonable sum for costs of the application to vary the order. In view, however, of the state of the previous decisions and of the position taken upon the hearing by the town, I do not think that the railway company should be made to bear any portion of the costs of the town.

Order dated May 23, 1907, issued accordingly. Costs of the application fixed at the sum of $25.

Re *St. John Ice Company Complaint.*

This was a complaint by the St. John Ice Company alleging that the New Brunswisk Southern Railway Company were acting illegally and in violation of the provisions of the Railway Act by

1. Billing cars at 20,000 lbs. which contained 40,000 to 50,000 lbs. actual weight.

2. Billing cars at 2 cents per 100 lbs. contrary to C.R.C. No. 1, their standard tariff, which names 2½ cents per 100 lbs.

3. Billing cars at 20,000 lbs. contrary to the Canadian freight classification, which specifies 30,000 lbs. as minimum carload weight.

4. That through W. E. Scully, their agent at West St. John, passing and billing as 20,000 lbs. cars which W. E. Scully as 'The Union Ice Company' had sold and delivered as 50,000 lbs.

5. Misrepresenting the existing tariff charges in the following way: In December last past their general freight agent, Mr. P. W. Wetmore, quoted as their current rate on ice from Spruce Lake to West St. John 2 cents per 100 lbs., minimum carload weight 30,000 lbs., when he must have known that tariff C.R.C. No. 2, giving a rate of 2 cents per 100 lbs. had been cancelled and that 2½ cents per 100 lbs. was the legal rate, as per C. R. C. No. 1.

6. Through the collusive action of its officials violating the established tariffs, inasmuch as P. W. Wetmore, the accountant, who was also general freight agent, passed entries and way-bills, certified by him and F. J. McPeake, the superintendent, to the auditor, showing carload weights 20,000 lbs. when actually they were from 40,000 to 50,000 lbs., showing a total freight per car of $4 had been collected when it should have been from $10 to $12.50 per car.

And applied, under section 60 of the Act, for an order for inquiry into the management of the said railway company, and for investigation of the complaints hereinbefore recited against the company and its officials.

Hearing at St. John.

Ordered, that leave be granted the complainant company to institute proceedings, under sections 399, 401 or 402, of the Railway Act, against the company for suffering or permitting,

(*a*) W. E. Scully to obtain transportation for goods at less than the required toll then authorized and in force on the railway of the company.

(*b*) For transporting goods for the said W. E. Scully; and for suffering and permitting W. E. Scully to obtain transportation for such goods at less than the regular tolls then authorized and in force on the railway in violation of the provisions of the Railway Act.

Later, application was made, on behalf of the complainants, for a certified copy of this order, in order that the same might be made a rule of the Supreme Court under section 46 of the Railway Act.

Section 46 provides that any decision or order made by the Board may be made a rule, order or decree of the Exchequer Court, or of any Superior Court, in any province of Canada.

Subsection 2 of that section reads:—

'2. To make such decision or order a rule, order or decree of any such court, the usual practice and procedure of the court in such matters may be followed; or in lieu thereof, the secretary may make a certified copy of such decision or order, upon which shall be made the following endorsement signed by the Chief Commissioner and sealed with the official seal of the board:

'To move to make the within a rule (order or decree, as the case may be) of the Exchequer Court of Canada (or as the case may be).'

Application refused.

Held, Chief Commissioner, that, in the first instance, the usual practice and procedure of the court in such matters should be followed; that the other alternative provided under this section is intended rather for a case where the Boaard is itself seeking to enforce one of its own orders, that is to say, an order where the Board has taken the initiative.

Vancouver Eastbound v. *Winnipeg Westbound Rates.*

The boards of trade of British Columbia Pacific coast cities complained to the Board that the rates levied by the Canadian Pacific Railway Company on all classes of goods, from Vancouver to points located in British Columbia and the Northwest Territories, as far east as Calgary, on the main line, and Macleod, on the Crow's Nest line, were discriminatory as against them as compared with the rates on westbound traffic from Winnipeg to the same territory.

The complaint was not based on the ground that the rates were, in themselves, so excessive as to be unreasonable or unjust, but merely on the ground that undue preference was given to traffic from Winnipeg westward, as compared with that from the coast cities eastward.

Most of the traffic carried westward from Winnipeg is carried under what are known as 'traders' tariffs,' marked as, 'to be used on reshipment by Winnipeg wholesale houses only to traders doing business at or tributary to stations specified' in the tariffs. A question was raised as to the extent to which those tariffs were used, and the railway company contended that comparison could not be made with them, as the rates were only the balances of through rates from points east of Winnipeg to the western points in question, after deducting the regular tariff rates to Winnipeg.

Hearings at Ottawa, March 6, 7 and 8, 1906.

Judgment of Chief Commissioner Killam, May 25, 1907, concurred in by Deputy Chief Commissioner Bernier.

'It appears to me,' referring to the contention of the railway company mentioned above, 'that these questions are quite immaterial. If, by so basing the rates, an unjust preference is given to Winnipeg as against the Pacific points, it is equally as objectionable as if the rates were computed on any other basis, and the comparison should be made with traffic carried for similar parties and under similar conditions, and on other traffic the tariffs applicable thereto are those between which comparison should be made.

The complainants rely mainly on a comparison of the respective distances from Winnipeg and Vancouver, claiming that the levying of higher rates for shorter distances raises a presumption of unjust discrimination. They rely also upon a comparison of the practice upon lines in the United States, claiming that the westbound rates from St. Paul are equalized with the eastbound rates from Seattle and Portland at points much farther east than are the rates from Winnipeg with those from Vancouver on the Canadian Pacific Railway.

It appears to me that no inference can be drawn from a mere comparison of distances upon different portions of railways, and that it does not constitute discrimina-

tion—much less unjust discrimination—for a railway company to charge higher rates for shorter distances over a line having small business or expensive in construction, maintenance or operation, than over a line having large business or comparatively inexpensive in construction, maintenance and operation.

In my opinion, a party raising such a complaint upon a mere comparison of distances should show the nature of the particular lines referred to and that there is a material disproportion of rates as against the shorter line after due allowance is made for the circumstances just mentioned.

At the hearing, the complainants offered no evidence upon these points; but the railway company gave some evidence showing that the cost of maintenance and operation were much greater, and the traffic lighter, upon the western portion of the line, than upon the portion from Winnipeg westward. While this showed that some difference in rates as compared with distances was reasonable, the information given was not sufficient to form an accurate judgment as to whether, after making due allowance for difference of traffic and expense, the western rates were unduly high as compared with the others.

As the matter was of considerable public importance, the Board did not feel warranted in dismissing the complaint on the mere ground that no sufficient proof of discrimination had been given, but directed its chief traffic officer to make further inquiries and afford it all the information possible for the purpose of enabling it to arrive at a correct conclusion. This inquiry has been made, with the result that the figures given by the railway officials have been found to have been, in the main, correct, and that some further information has been procured.

Members of the Board are aware, from personal investiiation of the route, that grades are much heavier and the line much more difficult of operation in British Columbia than in the prairie provinces, and this view has been clearly established by the evidence.

The original report of the chief traffic officer showed that, by computations based upon the evidence as to the cost of operation and maintenance upon different sections of the main line of the railway, the rates from Vancouver to Calgary were really lower, as compared with those from Winnipeg to Calgary, than if they were based upon the proportionate expense. No accurate data were furnished by the evidence, or by the subsequent reports of the chief traffic officer, for comparison of the expense of operation and maintenance on what is known as the Crow's Nest route, with that for the prairie lines, though the chief traffic officer reported that the Crow's Nest line was much the more expensive to operate. He, however, made some further calculations based on a comparison of grades and the assignment, as a result thereof, to portions of the lines in British Columbia of a constructive mileage at the rate of one and a half miles from Yale to Revelstoke, and two miles from Revelstoke to Canmore, for each actual mile of railway. This estimate was taken from a statement in a letter of Mr. MacInnes, freight traffic manager of the Canadian Pacific Railway Company, that a certain tariff of the company was based upon such constructive mileage. This calculation showed that, using the constructive mileage thus estimated, the rates from Winnipeg westward were less per mile than those from Vancouver eastward. It appears to me that the results of such estimates afford no reliable basis for concluding that the Vancouver eastbound rates are discriminatory as compared with the Winnipeg westbound rates. The estimates are very loose, and are not based upon any definite calculations. Those based upon actual figures as to comparative expense of operation and maintenance are much more reliable, even though, in some respects, details are not fully given. Although the company may in the past, for some purposes, have made use of such estimates, this should not be taken as establishing that the estimates were sufficiently accurate for the purposes of the complaint now in question. It is clear that an absolutely accurate comparison cannot be made, and the evidence does not appear to me sufficiently strong to warrant the conclusion that the eastbound rates are unduly high as compared with the westbound ones.

The report of the traffic officer further shows that the rates from Vancouver eastward are lower than those in the United States lines, and this although the portions of the United States served by these lines are much more productive and thickly settled, and afford greater local traffic than British Columbia; and, also, that the points at which the eastbound and westbound rates meet in the United States are considerably nearer Seattle than is claimed by the complainants; and that, comparing the proportionate distances from Winnipeg and Vancouver respectively with those from St. Paul and Seattle respectively, the average points of meeting of the rates on the Canadian Pacific Railway are as fairly situated as the points on the lines in the United States.

So far as the traffic over the Crow's Nest line is concerned, it would be much more satisfactory if more definite information as to the cost of operation had been procured; but, taking into consideration the respective rates over that line and over the main line *via* Calgary to Macleod, and the results of the other inquiries, it does not seem to me sufficiently probable that further inquiry would establish the unfairness of the rates to warrant us in making such inquiry. It must also be remembered that the traffic on the prairie sections of the Canadian Pacific Railway is very much greater than that upon the lines in British Columbia; that the earnings per mile of the company for the prairie lines are very much greater than in British Columbia, and that the company may reasonably be expected to carry the traffic on the prairie lines at lower rates than upon the other lines. At any rate, if it sees fit to do so to a reasonable extent, it cannot well be claimed that this course involves unjust discrimination as against the traffic in and through British Columbia.

There are two minor points which require consideration. One arises under special commodity tariffs for westbound traffic from Winnipeg upon the classes of articles named in the statute 60-61 V., c. 5, s . l. (*d*), intituled 'An Act to authorize a subsidy for a railway through the Crow's Nest Pass.' That Act authorized the granting to the Canadian Pacific Railway Company of a subsidy towards the construction of a railway from Lethbridge, through the Crow's Nest Pass, to Nelson, upon certain conditions, one of which was that an agreement should be made between the government and the company by which, among other things, a reduction was to be made in the general rates and tolls of the company upon the classes of merchandise therein mentioned westbound from and including Fort William and all points west of Fort William on the company's main line, or on any line of railway throughout Canada owned or leased by or operated on account of the company.

As a result of this Act and the agreement made under it, the company made tariffs of reduced rates upon the classes of merchandise referred to, not only from Fort William and points east thereof westward, but also from Winnipeg westward, without similarly reducing rates on the same classes of merchandise from Pacific points eastward. These reductions cannot be considered as having been forced upon the company, but were the result of an agreement which it chose to enter into for the purpose of obtaining a subsidy in aid of the construction of a line of railway. The agreement and the statute did not even deal with rates from Winnipeg at all. When the statute was passed, and when the agreement was made, the law prohibited unjust discrimination between localities; and while parliament did not stipulate for similar reductions over western portions of the company's railway, it should not, in my opinion, be considered as having authorized what would, if done otherwise, have produced unjust discrimination. I think that we are justified in inferring that, in respect of the classes of merchandise to which these tariffs relate, the reductions did result in such discrimination, and that the rates from Vancouver eastward, upon similar traffic carried under similar circumstances, should be proportionately reduced.

The remaining point arises out of the facts that, in order to meet water competition on the Pacific coast, the railway company carries goods from eastern points to the Pacific coast at lower rates than to interior western points, and that the same practice prevails with reference to the rates from Winnipeg westward; and that, at

many interior points, the rates from Winnipeg are less than the combined rates from Winnipeg to points of the coast, and from the latter points to the interior ones. The low rates to the coast are made necessary in order to enable the railway companies to obtain traffic in competition with ocean carriers. Such a practice is distinctly authorized by the Railway Act, and, unless the higher rates from eastern points to interior western points are, in themselves, unjust or unreasonable, this practice does not involve unjust discrimination. Necessarily the situation must have a modifying effect upon the rates to the interior points, which must vary with the distances from the Pacific ports. *Prima facie* the railway company should be entitled to charge reasonable rates from the Pacific ports eastward, and it should not be obliged to charge, and would not even be warranted in charging, excessive rates to the interior points for the purpose of equalizing the position of the Pacific coast points. It does not appear to me that the mere fact that the westbound rates from Winnipeg or any other point to such interior western point are less than the rates which would be made up by a combination of the rates from such eastern points to Pacific points, and from the latter to the interior point, in itself constitutes unjust discrimination or undue preference. The railway company is allowed to meet competition at coast points, and I think it should equally be allowed to meet the effect of that competition upon interior points to a reasonable extent.

I am of opinion that the complaint should be dismissed, except in so far as relates to the classes of traffic for which reduced rates were given under the Act relating to the Crow's Nest line.'

Judgment in dissent, Mr. Commissioner Mills.

'I regret my inability to concur in the judgment of the Chief Commissioner in this case.

'I do not attach so much importance as the Chief Commissioner seems to attach to certain portions of the evidence—evidence into which the element of interest enters largely and regarding the value of which there is clear ground for difference of opinion; and I differ wholly from the opinion expressed as to the bearing of what is called the "constructive mileage" evidence; it has, I would venture to say, a manifestly direct bearing, and is in my opinion the best possible evidence as to the relative cost of the operation and maintenance of the two sections of the railway, the mountain section and the prairie section—because it is an expression of the deliberate opinion of the railway company, with the facts in its possession, at a time when there was no dispute and no issue to be settled; according to which opinion, each mile of the road between Yale and Revelstoke cost as much to operate and maintain as one and one-half miles of the prairie section. The rates were adjusted on this basis and no complaint was made by any section of the country.

At a later date, the rates on the prairie section were reduced, without any corresponding reduction on the British Columbia (including the mountain) section; the balance was thus disturbed, and has remained so, although no evidence was given at the hearing or since to prove that the traffic on the said British Columbia section had then become or now is *relatively* any less than it was when the "constructive mileage" basis was established; and for this reason, as I understand it, the chief traffic officer of the Board used the "constructive milage" of the company in one of his calculations.

'Further, the chief traffic officer, whose technical knowledge and experience specially fit him for dealing with such questions, investigated the points at issue, in all their bearings, at great length, and with the utmost care; he read and weighed the evidence pro and con; he considered the objecitons urged by the representatives of the railway company against the statements and recommendations made in his report of the 17th December, 1906, and he came to the conclusion that there has been and is discrimination against the Pacific coast cities as compared with Winnipeg.

'Therefore, without stating my reasons at greater length or further enumerating the portions of the Chief Commissioner's argument and conclusions from which I have

to dissent, I would say that I approve of the recommendations of the chief traffic officer, as follows:—

'(*a*) That the rates between Vancouver and Calgary should be reduced so as to preserve the same relative proportion between these and those between Winnipeg and Calgary as existed before the latter were reduced some years ago; in other words, that the prairie rates should apply between main line points in British Columbia, counting one mile between Yale and Revelstoke as equivalent to one and a half prairie miles, and one mile between Revelstoke and Canmore as equivalent to two prairie miles—equalizing the Vancouver eastbound and the Winnipeg westbound rates at a point 67 miles west of Calgary.

'(*b*) That the rates between Revelstoke and Macleod *via* Nelson should be similarly reduced, counting each mile between Yale and Crow's Nest as one and a half prairie miles instead of two miles, as at present.

'(*c*) That from Vancouver to Calgary and Macleod and intermediate points commodity rates should be given on the same articles as have commodity rates from Winnipeg under the so-called 'Crow's Nest Pass agreement;" these rates to be calculated in the same manner as the class rates, as in sections (*a*) and (*b*) equalizing the Crow's Nest reduced rates from Vancouver westbound and the rates from Winnipeg westbound at Wardner, 146 miles west of Macleod.'

Application Canadian Pacific Railway Company for permission to make refund to Messrs. George Moore & Co., of Waterloo, from the local freight charges to Galt, on eggs subsequently reshipped.

The eggs in question were shipped to Galt from the Canadian Pacific Railway Company's stations at Eden, Straffordville and Tilsonburg, in less than carload lots, aggregating 51,820 pounds, on which the company's local rates to Galt were paid. There was in effect at the time a special tariff which provided that eggs shipped from the company's own stations in lots of not less than 500 pounds, to certain specified cold storage points, would, on reshipment, be entitled to an allowance of one-third from the inward charges to the cold storage point. In the specified cold storage points of the Canadian Pacific Railway Company's original tariff, Galt and Waterloo, Ont., were not included, but were omitted, as the representative of the company says, by mistake, and as a result Messrs. Moore & Co. did not derive the benefits of the stop-over arrangements that were granted the points shown in the tariff, the effect of which was, as alleged, to unjustly discriminate against Moore & Co.

Judgment, Chief Commissioner Killam, November 13, 1907, concurred in by the Deputy Chief Commissioner Bernier, was to the effect that the rates paid were those provided for by the existing tariff, and that the fact that the tariffs for other points were discriminatory as against Galt and Waterloo, would not have been proper ground for disallowing some of the tariffs, or requiring a change, if an application had been made therefor, and it did not give the Board jurisdiction to direct or authorize the rebate for which authority is asked, or to interfere in the matter.

Judgment in dissent, Mr. Commissioner Mills.

'I regret my inability to concur in the decision arrived at in this case. It seems to me to grow out of such a strict and an inflexible interpretation of one section of the Railway Act as results in defeating or nullifying other sections of the said Act—construing section 328 so as to defeat the manifest intention of the equality sections, 315-320 inclusive, which were inserted in the Act to prevent unfair or unjust discimination.

'The case is one of admittedly unjust discrimination, amounting to $40.61 against George Moore & Co., of Waterloo, Ont., due to a mistake in the tariff. The company admits the mistake and offers to refund the amount. Our chief traffic officer advises that the refund be made, provided two things are done to remove the possibility of discrimination against any other shipper of the same commodity; and the decision

of the Commission is that the refund must not be made—that the rate in the published tariff, right or wrong, even though it has admittedly resulted in discrimination, must be charged, no matter who suffers loss, until a new tariff is printed and published. This may be according to the letter of the law; but it is, I think, at variance with the principles of justice; so I have to dissent.'

Held further (Chief Commissioner and Deputy Chief Commissioner), following previous rulings (see complaint Dominion Concrete Company, Ltd., and the E. B. Eddy Company's complaint):—

'That the Board is not a court for all purposes, but only for the purpose set out in the Act. Discrimination is forbidden by the Act. The Board, under its general jurisdiction, has power to prohibit the continuance of discriminaton when found to exist, and it has the power to disallow tariffs which, in that or other respects, are contrary to the provisions of the statute; but I cannot find anything in the Act which confers upon the Board jurisdiction to direct or authorize rebates on the ground set up in this application.'

Naylor and the Windsor, Essex and Lake Shore Rapid Railway Co.

This was the complaint by C. E. Naylor, of the town of Essex, alleging that the Windsor, Essex and Lake Shore Rapid Railway Company had constructed its line of railway and high tension wire along Talbot street, in the said town of Essex, in such a way that electrical current had escaped from the said wire to the wires of the complainant and thence to private premises, where it had caused damage; and applied for an order directing that steps be taken to remove the danger.

The Windsor, Essex and Lake Shore Rapid Railway Company was incorporated by Act of the legislature of the province of Ontario, passed in the year 1901, c. 92. By that Act the company was authorized to construct a railway, to be operated by electricity, from a point in or near the city of Windsor, through the towns of Essex and Leamington, to a point in or near Wheatley. The Act provided that the railway, or any part thereof, might be carried along and upon such public highways as might be authorized by the by-laws of the respective corporations having jurisdiction over the same.

By Act of the Parliament of Canada, 1906, c. 184, the railway works of the company were declared to be for the general advantage of Canada, and provided that the Railway Act, 1903, and amendments thereto should thereafter apply to the company and the said works to the exclusion of the Electric Railway Act of Ontario or any provision of the Company's Act of incorporation inconsistent therewith; but that nothing therein should affect any action theretofore taken pursuant to powers in such Acts contained.

The Dominion Act also provided that the company should not construct or operate its line of railway along any highway or other public place without first obtaining the consent (unless such consent had already been obtained), expressed by by-law of the municipality having jurisdiction over such highway or other public place, and upon terms to be agreed on with such municipalities.

On the 7th of April, 1902, the municipal council of the town of Essex passed a by-law granting to the company, subject to the terms and conditions contained in the by-law, the right to construct its line through the town and along the highway known as Talbot street. The by-law provided that the poles and wires of the railway company should be so placed as not to interfere with the poles or wires of any other person or company then existing. The by-laws also provided that the franchises thereby granted should be subject to all other franchises, rights or privileges in respect of Talbot street, within the town, theretofore enjoyed by any person or persons, company or companies.

On the 19th February, 1900, an agreement in writing was made between the town of Essex and the complainant, under which the complainant agreed to furnish certain lamps for street lighting in the town, and to keep the same burning each night.

At the time of the passing of the by-law, the complainant had upon and along Talbot street, a number of poles and wires used for the purpose of furnishing power for the lighting of the streets and the lighting of private premises. The railway company constructed a line of railway along Talbot street and put upon the street poles and wires for the purpose of conveying electrical power for the operation of the railway. In doing this, it iterfered to some extent with the complainant's poles and wires, and so that there was risk of the escape of the current from their wires to those of complainant. The evidence showed that electrical current had escaped from the company's power wire to complainant's wires and thence to private premises, where it had caused damage.

Hearing at Chatham, October 29 and November 1, 1907.

Judgment, Chief Commissioner Killam, December 24, 1907.

'. . . . . If the railway and the power line were constructed before the passing of the Act declaring the company's railway works to be for the general advantage of Canada, it appears to me that no order of the Board was necessary to authorize their subsequent maintenance and use. If none of these things were done before the passing of the Act, I think that the railway company required the leave of the Board, under sections 235 and 237 of the Railway Act, for the purpose. If part only of the work was done before the Act and a part afterward, difficult questions might arise as to the necessity for such leave, under which the actual facts might be material; and I, therefore, refrain from expressing any opinion upon such questions.

For the present I assume that the work, or sufficient of it, was done before the passing of the Dominion Act to render the maintenance and operation of the railway upon and along the street lawful. If the company were coming for leave to construct and operate the railway upon the street, the Board would clearly, in my opinion, have the power to impose upon the company such conditions as it might see fit for the purpose of protecting existing telegraph, telephone or electric lighting lines, and for the purpose of protecting the public from the danger necessarily arising from the escape from the railway company's wires of heavy electrical currents to and over any other lines; and it appears to me equally clear that, if the railway and its power lines were lawfully upon the street when the Dominion Act was passed, the Board still has the power, under section 238 of the Railway Act, to impose similar conditions upon the railway company or to make orders requiring the railway company alone ,or other parties interested or affected or the company and any such other party or parties jointly, to execute such works or take such measures as, under circumstances, appear to the Board best adapted to remove or diminish the danger.

Both by the terms of the Railway Act and by those of the Act declaring its works to be for the general advantage of Canada, the company became a railway company subject to the terms of the provisions of the Railway Act so far as applicable. The poles and wires erected by the company formed a necessary and integral part of the railway works. In exercising the jurisdiction conferred upon it by section 238, the Board must take into consideration the nature of the works and of the protective measures which works that nature render necessary, just as in the case of a railway operated by the power of steam.

The case is, therefore, one for the exercise of the Board's discretion as to the measures to be taken and the party or parties who are to do the work or bear the expense. The Board's electrical engineer has visited the locality and reported upon the measures which he deems necessary for the protection of the public and of the owners of other lines. The by-law of the town authorizing the construction of the railway upon and along the street required that the railway company's poles and wires should be so placed as not to interfere with any poles or wires of any other person or company existing at the time of the passing of the by-law. Whether a formal by-law of the town council was necessary to enable Naylor lawfully to place and maintain his lines upon the public street, we must presume that they were there with the knowledge and the tacit consent of the municipal authorities.

Under these circumstances, it appears to me that the railway company should adopt the measures and bear the expense necessary to the protection of the existing lines and of the public.

At the hearing Naylor's counsel expressed his client's willingness, if the railway company would construct the necessary lines for the purpose of enabling him to transmit power across the street where this was necessary for connections on the other side, and would allow the use of its poles on the opposite side of the street, to do the work and bear the expense of running his wires along these poles.

This appears to me to be a reasonable solution of the difficulty, and an order should, in my opinion, go accordingly; the order to be drawn under the advice of the electrical engineer and to direct the railway company to provide and place, in accordance with the recommendations of the electrical engineer, the wires necssary for this purpose, and to allow Naylor the use of its poles for carrying his wires—the same to be placed to the satisfaction of the Board's electrical engineer.

The railway company should pay Naylor the costs incurred by him in respect of the proceedings before the Board in this matter, and the order should so provide.

It does not appear to be necessary to enter into consideration of the objections to the by-law or to Naylor's authority for the use of the street, or to any of the other questions of law raised by counsel. I would put the case wholly as one for the exercise of the Board's discretion under the express terms of the Railway Act, and impose the expense upon the railway company in view of the terms of the by-law which was necessary to enable it to use the street.'

Order, dated January 15, 1908, issued accordingly.

Interswitching.

Several applications and complaints from different places were made to the Board respecting what are known as switching charges, and related—

(*a*) To the amount of the charges;

(*b*) To the practice of adding to the tariff rates of the company carrying to a particular place the switching charge of another company to which the traffic is transferred for carriage to and delivery at another point in or near the same place; and

(*c*) To the practice of railway companies, in cases where the traffic originates at a place common to the two companies, or what are usually designated as competitive points, while adding the charge when the point of origin is non-competitive.

Hearings at Winnipeg, Lindsay and Toronto.

Judgment, Chief Commissioner Killam, concurred in by the Deputy Chief Commissioner Bernier and Mr. Commissioner Mills, December 26, 1907.

'....In some late cases before the Interstate Commerce Commission in the United States, Nos. 1073, 1074, Laning-Harris Coal and Grain Company v. Atchison, Topeka and Santa Fe Railway Company, 12 I.C.C. Rep. 556, the complainants claimed that the tariff rates of the railway company, which read to Kansas City, included delivery at any points within the corporate limits of Kansas City without regard to whether this was or was not upon the lines of that company. The Commission said in its report: "This claim and argument are entirely at variance with customs of many years' standing and contemplate imposing upon the carrier a duty which it would be utterly unable to perform. The Act to regulate commerce in specific terms provides that one carrier shall not be obliged to give the use of its tracks and terminals to another carrier engaged in like business. The defendant company could not deliver cars to any industry except upon its own rails without the consent and co-operation of the carrier or carriers upon whose rails the industry sought to be reached is located or via whose rails it is reached. A carrier may not reasonably be required to accept and deliver free of charge traffic which is moved by its com-

petitor." And again: "In the absence of tariff specifications to the contrary, the transportation shown in a carrier's tariffs to a given point are and always have been understood to include delivery to industries or unloading places located upon its own rails, and if consignee or owner of shipment orders it transported by another carrier to another place, he must expect to pay the lawful charge for that service."

In those cases the shipments were originally billed simply to Kansas City, and, after arrival, direction was given to transfer to destinations not on the line of the originating company. But, the same principles were applied in another set of cases, No. 1078, Leonard v. Chicago, Milwaukee and St. Paul Railway Company and other cases, 12 I.C.C. Rep. 573, where it appeared that at one time the originating company absorbed the switching charge, later discontinued the practice, and subsequently resumed it; and the complainants claimed that the adoption of the practice and subsequent resumption after discontinuance showed the unreasonableness of requiring shippers to pay the switching charge; but the Commission refused to disallow the charge. There the Commission said: "The practice at that time of absorbing switching charges without a specific tariff provision therefor was very general among the carriers. If offence against the law was involved in such practice it would rest in the absorption rather than in requiring shippers to pay, because the switching charge being the charge of another carrier, should appear in its tariff. No switching or other terminal charges should be absorbed except under a plain and specific tariff provision therefor.'

'There is not in our legislation any express provision similar to that in the United States Commerce Act, that one carrier shall not be obliged to give the use of its tracks and terminals to another carrier engaged in like business. But, in the absence of any such enactment, this must necessarily be the law. Express legislative authority is necessary to enable one railway company to use the lands or premises of another company without its consent. Such authority is embodied in section 176 of the Railway Act, provided the approval of this Board is first obtained; and the Board is empowered to fix the compensation to be paid therefor. In the London case, the Board held that the transfer by one railway company to another at a junction point of traffic to be delivered on the second company's line near the junction point did not constitute a use by the first company of the second company's tracks or terminals; but that the second company was to be compensated by a fair rate for the receipt, carriage and delivery of the particular traffic so transferred, including the use of its premises for the purpose. The rule was laid down that the 'division between railway companies of the joint rates for traffic thus interchanged should be made upon the principle of giving reasonable compensation for the service and facilities furnished by the respective companies in respect of the particular traffic thus interchanged. The order of the Board required the interchange of traffic between the lines of the Canadian Pacific Railway Company and the Grand Trunk Railway Company at the junction point near London to and from the tracks and terminals of the Grand Trunk Railway Company in and near London, and provided that the rates to be charged for such traffic should be those provided for by any joint tariffs in existence between the railway companies interested, and, in the event of there being none, the rates charged by the Grand Trunk Railway Co. between the same points, and, in the absence of either, the rates charged by the Canadian Pacific Railway Company between the same points, and fixed the amounts to be charged by the Grand Trunk Railway Company. In that case the Canadian Pacific Railway Company consented, and offered to absorb the Grand Trunk Railway Company's charges. The order was affirmed on appeal to the Supreme Court of Canada.

I think the principles laid down by the Interstate Commerce Commission are correct—that a railway company's tariff to and from particular places should, in the absence of indication to the contrary, be read as covering only traffic originating at and for delivery upon its own tracks and connecting sidings within its own terminals,

and not as including traffic originating or for delivery at or near the same places upon the lines of another carrier; that a reasonable additional rate should be payable for what is ordinarily designated switching, namely, the service for short carriage and receipt or delivery as the case may be; and that the company carrying for the long distance should not be obliged to absorb the whole of this charge. I think, however, that the Board may require the two companies to treat such traffic as joint traffic and to establish therefor joint tariffs under which the joint rate may be less than the sum of the two rates, and each or one of the companies required to accept less than its full rates. In such cases the principal carrier does not usually perform the full service which it performs in ordinary cases of receipt, carriage and delivery upon and over its own lines only. There may be cases in which as much service is performed, but usually the service is less.

The Board's chief traffic officer has made a report upon this subject which contains valuable suggestions and recommendations both as to fixing the bases of switching charges and as to divisions of the joint rates between the carriers, and also as to some other matters.

In the case recently heard by the Board at Toronto it appeared that it had long been the practice of the two companies operating there (the Grand Trunk Railway Company and the Canadian Pacific Railway Company) to absorb these charges in respect of traffic upon their respective lines to and from Toronto, received or delivered on the lines of the other, and that, without any change of tariffs, they had recently abandoned this practice and adopted the principle of adding the switching charges to the regular tariff rates. The origin of the practice was explained. It appeared that, when the Canadian Pacific Railway was constructed into Toronto, it had to receive and deliver its traffic wholly or mainly upon the tracks of the Grand Trunk Railway Company and was practically compelled to bear the charges therefor, that, as the Canadian Pacific Railway Company established and enlarged its terminals and acquired sidings to industries and places of business, the Grand Trunk Railway Company followed the same practice in reference to traffic received and delivered on the tracks of the Canadian Pacific Railway Company. It does not appear to me that the railway companies are bound to make an exception in the case of Toronto or that, because of their having thus mutually absorbed these charges for a considerable length of time, they must necessarily continue to do so forever. The whole question is one of reasonableness; and while the continuance of the practice affords evidence of its reasonableness, it is not conclusive. I do not feel that we can properly require the companies to continue it. I think, too, that each company, without changing its tariffs, could add the charge of the connecting carrier. The switching tariffs should certainly be filed with the Board, but, in the absence of filing, the rates set out in thestandard tariffs would prevail; and it is not claimed that charges were made at higher rates. All claims made for refunds should, therefore, in my opinion, be disallowed. The exact amounts which should be paid and the exact divisions for the aggregates of the two sets of charges which are to be allowed hereafter, were not considered and discussed at Toronto. Our attention was confined to the main questions of principle. Naturally the scales suggested by the chief traffic officer cannot well be applied generally without consideration of local circumstances.

While, in my opinion, the railway companies by which the principal carriage is performed should not be obliged to bear the whole of these switching charges, it does not follow that they should be debarred from absorbing the whole of such charges provided that this does not involve unjust discrimination or preference. The Railway Act recognizes that what might otherwise constitute unjust discrimination or preference may be justified as the effect of competition. If a railway company receiving or delivering traffic upon its own lines is obliged to charge its full tariff rates without absorbing the switching charges of the line from which it receives or through which it delivers the traffic, it will often be deprived of the opportunity to get traffic from or to places common to it and other railway companies, and such places would often

lose some of the benefit of competitive conditions. While this may result in some disadvantage to non-competitive points, the existence or possibility of such disadvantage cannot, I think, be considered as constituting unjust preference or discrimination. I think that the Board cannot properly require the railway companies to absorb the whole of such charges in all cases, or prohibit them from absorbing them where this is induced by real competition.'

Brantford and Hamilton Power Wire Crossing over the Railway of the Grand Trunk Railway Company of Canada at Cainsville, in the Province of Ontario.

This was an application by the Brantford and Hamilton Electric Railway Company, under section 246 of the Railway Act, for leave to carry a wire for the transmission of electric power of high voltage across the Grand Trunk Railway Company's tracks at Cainsville. The applicant company had previously obtained leave to carry its railway under the track of the Grand Trunk at this point. The Grand Trunk Railway Company asked that the wire also be carried under its dailway. The electrical engineer of the Board reported that this would not be safe, and that the crossing should be over the railway, and the telegraph and other wires along the railway.

The Board proposed to make a short temporary order, giving the right of crossing, specifying certain precautions, and leaving it subject to further order. A draft of such an order was submitted to the railway companies. It was approved by the applicant company, but objected to by the Grand Trunk Railway Company, which submitted a form of order embodying a number of conditions to which the applicant company objected. Among others, there was a provision for indemnifying the Grand Trunk Railway Company against damage.

Judgment, Chief Commissioner Killam, February 17, 1908:—

'The question of requiring the condition of indemnity was very carefully considered by the Board in some applications of the Kaministiquia Power Co., and it was the re decided by the Board that, when the power wire is sought to be carried over the railway company's own property without other compensation to the railway company, it is reasonable to make the power company responsible for any injury resulting therefrom, except such as may be due to default or neglect on the part of the railway company's servants or agents; but that, where the wires are, under proper authority, being carried along a highway over which the railway company has merely a right of crossing, such responsibility should not be imposed upon the power company, which, in such case, should be left to its common law liability.

The order in that case was settled after contest between the power company and the railway company, and the form seems to be a reasonable one for ordinary use, and should, I think, be adapted to the present case.'

Order issued accordingly, March 24, 1908.

Re *Private Siding.*

The facts, as related to the board, were that 'S,' a private individual, had a siding partially on his own land and partially on the land of an adjoining neighbour 'C,' connecting with the Canadian Northern Railway Company's line of railway. As the siding was not, at the time of the application to the Board, and had not been for some time previous, used by 'S,' 'C' applied to the company for permission to load a few cars of wood, thereby saving quite a haul and the necessity of crossing the company's track. The railway company refused its consent, and the Board was asked to direct the company to grant the same.

The Board caused inquiry to be made, and found that the siding referred to was a private one, put in under an agreement between the railway company and 'S'; that there was no record of any order either of the Board or of the Railway Committee of

the Privy Council, authorizing the construction of the siding as a branch of the railway company.

Held, that the Board had no power to compel the railway company to use the spur for 'C's' accommodation; that if the siding had been placed upon 'C's' land without his authority it would be a matter in respect of which the Board had no jurisdiction, but rather a matter of civil right which must be dealt with in the ordinary courts, in case 'C' desired to assert a claim to the land as against the railway company or against 'S.'

January 30, 1908.

Re *Highway Signboards.*

Under the Railway Act, signboards at every railway crossed at rail level by any railway are required to be erected and maintained at each crossing, with the words 'railway crossing' painted on each side thereof in letters at least six inches in length.

The Board was asked if any arrangements had been made by it with respect to the placing of these signboards; whether or not a signboard could be placed in the middle of the highway leading to the crossing, or on the side of the road; and whether they could be so placed that there would be a danger to vehicles running into them.

Held, that in the absence of complaints that highway signboards are so placed as to obstruct highway traffic, it was not necessary for the Board to adopt any regulations in respect thereto; that, in the opinion of the Board, a railway company is not justified in placing highway signboards in such positions as to obstruct highway traffic; and that the Board would be glad to be informed of any cases in which such signboards are so placed.

April, 1907.

Re *Complaint of Monypenny Brothers & Co.*

Complainants alleged that they had occasion from time to time to make a claim against the Grand Trunk Railway Company for shortages in shipments made to them occurring through pilferage while in transit. The shipments referred to were consigned to complainants at Toronto by the manufacturers in the old country, and were shipped via the English railroads, the steamship line and the Grand Trunk Railway. The contention was that the Grand Trunk Railway Company was responsible to them, but that the company refused to admit liability, alleging that the goods were delivered as received from the steamship company.

Held, that the Board has no jurisdiction to compel railway companies to pay claims for lost or damaged goods; that the remedy given by the statute is by action in a court of competent jurisdiction; and that the Board did not consider that it could properly advise upon the question of the railway company's liability.

January, 1908.

Re *Application of the Town of Almonte for Protection of Crossings by Canadian Pacific Railway over certain Streets in the said Town.*

This was an application by the corporation of the town of Almonte for an order directing the Canadian Pacific Railway Company to provide suitable and proper protection at the railway crossings in the said town.

After hearing, the judgment of the Board—Chief Commissioner Killam and Deputy Chief Commissioner Bernier, Mr. Commissioner Mills dissenting—was that the railway company be required to place and maintain an electric bell at the Main street crossing and to construct a subway to carry Little Bridge street under the tracks of the railway company, according to plans to be submitted to and approved by the Board's engineer; and to erect and maintain gates at the bridge street cross-

ing, and keep a watchman or watchmen there at all hours by day and by night, the town to pay one-half the wages of such watchman or watchmen. The order also to provide that by consent of the council of the town, the gates might be closed at such hours of the night as the council prescribed. The order further to provide that if the town should consent by resolution within three months from the date of the order, the subway was to be placed at such point between Bridge and Little Bridge streets as the Board determined, and both the said streets diverted into and through the subway, and the level crossings at both streets closed. In every case the railway company to bear all compensation, except in respect of injury to the property of the town, which was to be borne by the town.

Judgment in dissent, Mr. Commissioner Mills.

At the re-hearing of this application on March 26, 1907, it was stated by the mayor that the population of the town of Almonte is 1,200 less than it was about twenty years ago; and, assuming this statement to be correct, I cannot avoid the conclusion that the town has not contributed in any degree to the increase in danger at the railway crossings referred to in the application. This increase in the danger which has made protection at the said crossings now necessary, has, in my opinion, been caused to some extent by the raising of the railway tracks at Bridge street and Little Bridge street, but is chiefly, I might say almost wholly, due to the increase in through traffic on the railway, especially to through trains which run at a high rate of speed and pass Almonte without stopping. Therefore, I am unable to see the equity of requiring the town to pay anything towards the protection of crossings over streets which were in existence when the railway was constructed, and which have been made dangerous, not by increased population or increased traffic in the town, but by through traffic on the railway.

Hence, in view of the admitted facts, and the allegations of the mayor as to the decrease in the population of the town and the consequent decrease in vehicular and pedestrian traffic over the crossings referred to in the application, and his declaration as to the smallness of the total assessment of the town and the very high fixed rate of taxation, my judgment is that an order should go directing the railway company, at its own expense, to put in and maintain an electric bell at Main street, as per the report of Engineer Simmons; construct a subway on Little Bridge stree, as per the report of Chief Engineer Mountain; and remove the building and shed which obstruct the view at Bridge street—the town agreeing to pay to the said company one-quarter of the actual cost of the subway on Little Bridge street.

April, 1907.

The Canadian Pacific Railway Company v. *The Grand Trunk Railway Company (known as the London Interswitching Case, Reported in the First Annual Report of the Board, at p.* 86.)

The Board granted leave to the Grand Trunk Railway Company to appeal from its order to the Supreme Court of Canada, and the following questions were submitted, with the approval of the board:

1. Had the Board authority, under the Railway Act, 1903, and particularly under sections 253, 271 and 214, to make the order in question under the circumstances shown in the record in this case?

2. Are sections 266 and 267 of the Railway Act, 1903, applicable under the circumstances of this case where one and the same through rate is charged to and from all points within the district lying in and about the city of London to which the said order applies?

3. Does the order appealed from involve the obtaining by the Canadian Pacific Railway Company of the use of the tracks, station or station grounds of the Grand Trunk Railway Company at London, for which the Grand Trunk Railway Company

should obtain compensation under the Railway Act, 1903, and particularly under section 137?

4. Was the Board 'bound, as a matter of law,' to take into consideration, in estimating the remuneration or compensation to be allowed to the Grand Trunk Railway Company in consequence of or for what was required of that company by the said order:—

(*a*) The magnitude of the business of the Grand Trunk Railway Company at London as compared with that of the Canadian Pacific Railway Company at that point.

(*b*) The comparative advantage which each of the said two companies can offer to the other there.

(*c*) A comparison of the loss which one company is likely to sustain with the gain likely to accure to the other company from the giving of these facilities which the law required.

(*d*) The amount which may have been expended by the Grand Trunk Railway Company in the acquisition of their terminal facilities at London or the value of their investments therein, otherwise than as evidence of the fair value of the service to be rendered and of the use of the facilities to be afforded under the said order.

(*e*) The amount of any further investment of capital which the Grand Trunk Railway Company may be obliged to make in order to carry out the terms of the said order, otherwise than as excepted by the last preceding paragraph.

The order was affirmed.

The judgment of the court delivered by Davies, J.: Since this appeal was taken from the decision of the Railway Commissioners, Parliament has enacted an amendment to the Railway Act, placing beyond doubt the power of the Commissioners to make such an order as the one now appealed from.

Our decision, therefore, as to what was the true meaning of the original Act is of no public importance, and we do not see any good purpose in stating reasons for the conclusion we have reached that the appeal must fail.

We should answer the first and second questions in the affirmative and all others in the negative.

Ruling re *Application for Opinion in Matter not Pending before Board.*

An ice company owned a switch from the line of railway of a railway company to their ice house, which they kept entirely in repair and owned themselves.

The railway company delivered cars to their ice house over this switch. The Board was asked on behalf of the owners of the industry who would be responsible for accidents that might occur in the operation of the switch, and whether the railway company would have the privilege of operating the switch against the wishes of the ice company.

Held, Chief Commissioner Killam, that, while the Board is always willing to give information as to the contents of statutes to which parties may not have the means of convenient access, it considered that it should not undertake to give legal opinions as to parties' rights under circumstances stated to it, except where it became necessary to do so in dealing with applications and complaints that came before it in due course for adjudication; that, in the case submitted, the rights and obligations of the parties might be affected by the circumstances not known to the Board, and the Board felt, therefore, that it could not properly undertake to advise in the matter.

Re *Brantford and Hamilton Railway*—re *Carriage of Troops on the Brantford and Hamilton Railway.*

The Board was advised by residents in Hamilton that it was proposed to transport two regiments of troops from Hamilton to Ancaster, stating that an inspection of the

Brantford and Hamilton Railway would be necessary before that time, and asked the Board to cause an inspection to be made.

The chief engineer of the Board inspected this company's railway from Hamilton to Ancaster, a distance of six and one-half miles, and recommended that the request of the citizens to haul troops over it for the date asked be granted upon certain conditions.

Held, Chief Commissioner Killam, that there was no authority for the making of an order such as that recommended by the chief engineer. By section 261 of the Railway Act, no railway, or any portion thereof, is to be opened for the carriage of traffic other than for the purposes of the construction of the railway until leave therefor has been obtained from the Board, as thereinafter provided. Two systems of opening are provided for: (1) for freight traffic only; (2) for traffic generally, after a certain application and affidavit has been furnished and an engineer has reported that, in his opinion, the opening of the railway, or portion thereof, proposed to be open for the carriage of traffic, will be reasonably free from danger to the public using the same. The necessary application and affidavit have not been furnished and the engineer has not reported as required by the Act. Upon these grounds, the Board refused to authorize the limited use of the railway as asked for.

Ocean Bills of Lading.

A railway company submitted to the Board, for temporary approval, forms of bills of lading covering traffic between ports in Europe and Canada. Some of these were intended for ocean traffic only, others appeared to relate to traffic partly by ocean and partly by rail in or through Canada, and while the terms of the bills of lading appeared to be intended to cover the railway service as well as the ocean transportation, they were evidently drawn with special reference to the ocean transportation, and the effect of their application to the railway service was not clear.

Held, Chief Commissioner Killam, that in respect of the bills of lading intended for ocean traffic only, the Board had no jurisdiction; that, in regard to the others, which appeared to be drawn for traffic to be carried partly by ocean and partly by rail, while the terms of the bills of lading appeared to be intended to cover both the railway service and the ocean transportation, they were evidently drawn with reference mainly to the ocean carriage; and the application, in many parts, to the railway service difficult, and their probable effect far from clear; and that in other respects the terms of the bills appeared to the Biard not to be reasonable or such as the Board should approve for transportation upon railways; that, by the terms of the bills, it appeared to be intended that the carrier should be relieved from liability for many intentional wrongful acts and many acts of negligence of employees; that the provision requiring consignees to take delivery of goods within twenty-four hours after arrival, although they may have had no opportunity to learn of the arrival, did not appear to the Board to be reasonable; and that the provision giving a lien on goods not only for the freight and charges thereon, but also for all previously unsatisfied freight and charges due by consignees, appeared to be unreasonable and also to go beyond what is authorized by section 345 of the Railway Act; and that in these and other respects the forms of the bills appeared to the Board to be so objectionable that they should not be approved.

April 4, 1907.

Re *Application of the Vancouver, Westminster and Yukon Railway Company, under Sections 221 and 224 of the Railway Act, for authority to construct Branches or Spurs in the City of Vancouver.*

In this case the Board decided the principle that it could not authorize the construction of a branch line from a point on a line of railway not yet existing.

The question also arose, where the proposed branch line or spur involved the crossing of a navigable water, whether the Board could authorize such construction before the approval by the Governor in Council of the site and plans of the work as required under section 233 of the Railway Act. This section provides that when the company is desirous of constructing any work over a navigable water, a plan and description of the proposed site for such work and a general plan of the work to be constructed must have the approval of the Governor in Council; and upon such approval, application made to the Board for an order authorizing the construction of the work.

Held, here, that while there was no doubt that False Creek and the arm in question, as navigable waters, required the approval by the Governor in Council of the site and plans of the work before it could be constructed, such approval was not a necessary condition precedent to the granting of the application by the Board.

Chief Commissioner Killam: 'The converse is, to my mind, the case; the authority to build a branch is a condition precedent to the application for approval of the site and plans of so much as crosses navigable water. In my opinion, the granting of authority by the Board to build a branch does not, of itself, relieve a railway company from liability to comply with the other provisions of the Railway Act, it does not, of itself, authorize the grading of the line across a highway or another railway without specific leave therefor from the Board, though it is convenient in many cases to determine upon the one application, or at the same time, whether the last mentioned leave should be given, as in many cases circumstances affecting applications for such leave might well have to be considered in determining whether the branch should be allowed, and the parties interested in the railway or highway crossings might well be heard upon the original application. In many cases, it may well appear that the objection to such modes of crossing highways or railways as are found practicable, are such that no authority should be given for the construction of the branch, and, in the present case, the Board is entitled to take into consideration the extent to which any of these lines would probably obstruct navigation, before determining the application.'

April 10, 1907.

Re *Montreal Produce Merchants' Association's Complaint.*

This was a complaint against the advance in the winter export rate on butter and cheese from Montreal to Portland and West St. John, as proposed by the Grand Trunk and the Canadian Pacific Railway Companies, alleging that for two or three winters prior to the lodging of the complaint the rate on these commodities had been 16 cents per 100 lbs., and that it was now proposed to increase this rate to 20 cents per 100 lbs., or an advance of 25 per cent. The complainants asked for an order restoring the original rates.

At the hearing it was alleged on behalf of the complainants that the fact that the lower rate had been maintained for a number of years was evidence that such rate was a reasonable and profitable one, and that, therefore, the new rate was unreasonably high.

Judgment, Chief Commissioner Killam, concurred in by Deputy Chief Commissioner Bernier.

The only ground upon which, under section 323 of the Railway Act, the Board is authorized to disallow a tariff, or a portion thereof, is that it considers it to be unjust or unreasonable, or that it is contrary to some of the provisions of the statute.

In this case, the statutory notice of increase was given, and the tariff does not appear to be in any way contrary to any of the provisions of the Railway Act. The Board has no power to compel railway companies to give longer notice than that provided for by the statute.

While the previous existence of a particular rate affords evidence of its reasonableness, it is not conclusive evidence, but more or less cogent according to circumstances. In the present case, having reference to the nature of the service, the lowness of the rate per mile, and th opinion of the chief traffic officer of the Board, 'that, for the season of the year and the services performed, the rate is a reasonable one,' I do not think that the Board can properly find that the rate complained of is unjust or unreasonable. The board has no power to compel a railway company to reduce a rate, which it does not consider unjust or unreasonable, merely for the purpose of encouraging traffic or of preserving the vested interests of dealers in a commodity, or others interested in its transportation.

Judgment in dissent, Mr. Commissioner Mills.

First, as to the notice given by the Grand Trunk Railway Company and Canadian Pacific Railway Company, of their intention to raise their rates 25 per cent—from 16 cents to 20 cents per 100 lbs.—on winter shipments of butter and cheese from Montreal to Portland, Me., and West St. John, N.B. Notice was given on the 1st November and the increase was made on the 1st December—30 days afterwards.

Notice of 30 days, under ordinary circumstances, would be quite sufficient. In some cases it might perhaps be more than could reasonably be demanded; but in this case, while sufficient in itself, it was not given at the right time; it was long enough, but not soon enough. It was withheld, or not given, till the greater part of the season's make of cheese had been shipped and the Montreal exporters had bought and stored most of what they required for winter shipment. Therefore, I think the complaint of the Montreal Produce Merchants' Association is well founded and should be favourably considered by the railway companies.

Second, as to the cartage in Montreal. I certainly think that the exporter or other shipper should be allowed to do his own carting, if he so desires. If the rates charged by the railway cartage companies are as low as those charged by other carters, shippers will undoubtedly patronize them in preference to private carters. If they are higher, why should not shippers be allowed to employ private carters or use their own teams to do the work? I have heard no satisfactory answer to this question, and I cannot think of any.

Third, as to the increase from 16 cents to 20 cents per 100 lbs. in the rate on winter shipments of butter and cheese from Montreal to Portland, Me., and West St. John, N.B.

The chief traffic officer (in his report, page 3) says that 'eliminating the rates of previous seasons and the revenue already earned on the bulk of the traffic..... the rate (that is, the present 20-cent rate) is a reasonable one;' but this elimination assumes a condition of things which has not existed and does not now exist, and helps us only to a theoretical conclusion as to what, under non-existent conditions, would be a reasonable rate for the service rendered. On the same page, however, he proceeds to discuss the rate under the conditions which have existed and now exist. He says that if a lower rate had been maintained for a number of years, under practically the same conditions, 'the inference cannot be avoided that the lower rate must have been profitable, and, therefore, that the new rate is unreasonably high.' He shows that, with two slight exceptions, the rate was 16·07 cents from 1904 till the time of the increase on 1st December, 1906, and that prior to December, 1904, the rate varied from 14·47 cents to 18·22 cents, averaging 15·19 cents. He calls attention to the fact that the rate of 15 cents per 100 lbs. on packing-house products between the same points is 25 per cent below the standard tariff, and that the 20-cent rate on butter and cheese is only 13 per cent under the said tariff, and concludes that, in view of all the facts and circumstances, the 20-cent rate is unreasonably high.

Therefore, I have not reached the same conclusion as my fellow Commissioners in this case. I approve of the recommendations of the chief traffic officer, 'that the companies be directed to reduce their rate from 20 cents to 18 cents per 100 lbs. on carload lots, and to give exporters the option of making their own arrangements for

the cartage of their butter and cheese under the through rate and stop-over system;' and my judgment is to that effect.

April, 1907.

Re *Wire Crossings—Conditions as to Indemnity.*

Chief Commissioner Killam:

The question of requiring parties applying for leave to carry wires across railway tracks, to indemnify against injuries arising therefrom, is one that must be determined in each case according to the circumstances; but some general rules are applicable. It is a principle of law that a person storing or placing on his own land something which, in its nature, will be injurious to others if allowed to escape, is responsible to others for injuries caused through its being allowed to escape. This principle, however, is qualified by another, which is that, where a party is authorized by a statute to do anything, as the doing of it is, in such a case, lawful, he is not responsible for the injuries resulting therefrom to others. Unless, however, the statute specifically authorizes it, he is not empowered to enter upon or take the property of others without the consent of the owner. Where the statute gives this latter power, it usually provides for compensation to the owner of the property, and the courts consider that, unless the Act is clear, the presumption should be that the legislature does not intend to give the power without a right to compensation.

Companies authorized to construct railways and to operate them by steam, electricity or other power which involves danger to others, may lawfully do so without liability from any injury through the use of the necessary agencies for the purpose, unless the real cause of such injury is in the misfeasance or negligence of the company, its officers or employees. The same principle applies to companies authorized by the legislature to raise wire structures and transmit electricity thereby.

Railway companies are almost uniformly given the power to take private property without the consent of the owner; but provision is made for compensating such owner. Such provisions may differ in different statutes. Usually, such companies are not required to compensate parties, none of whose property is taken, for the discomfort, inconvenience or positive injury done them or their property by the operation of the railway. Where the company takes a portion only of one man's property, it is obliged to compensate him, not merely by paying the actual value of the piece taken, but also by paying for the injury done by separating it from the other portions of the property; and usually, under most statutes, the courts consider that the use to which the company is to put the property taken and the injury which will thereby be occasioned to the previous owner in respect of the property retained by him, should be taken into account. But where a company is given the power to construct and operate a railway, an electrical transmission line or other work, and is now given power by the legislature to carry it across lands of another party without his consent, it must take that consent with such conditions as the owner sees fit to annex.

By section 246 of the Railway Act, 'No lines or wires for telegraphs, telephones or the conveyance of light, heat, power or electricity shall be erected, placed or maintained across the railway without leave of the Board.'

This merely imposes a condition which must be fulfilled in order to make it lawful to place electrical transmission wires over railway tracks. If that condition were not imposed, such wires could be placed over railway tracks only by consent of the railway company or by authority of the proper legislature. It may be that, in the absence of this stipulation, the authority of a provincial legislature would be sufficient. This clause does not, it appears to me, authorize this Board to empower a company authorized by the legislature to construct and operate electrical transmission lines to carry such lines over the property of a railway company without the consent of that company, unless statutory power is given by the proper legislature to do this.

A railway company stands in this respect in no different position from any other property owner, and railway companies. like property holders, own the land *usque ad coelum*. There is no height above the surface of the earth at which the property holder is not entitled to the protection of the law against the invasion of his right. In the case of the Kaministiquia Power Company, we held that, where the line was being carried along a highway by the authority of the legislature—either direct or through a municipality—as the railway company was not given the ownership of the soil of th ehighway, but merely a right of constructing and operating its railway over the highway, leave should be given to carry the wires over the railway with the imposition of such conditions only as seemed requisite for the protection of person or property, thus leaving the power company liable only for breaches of the conditions imposed or for the misfeasance or negligence of the company, its officers or employees.

If the legislature gives to an electrical transmission company power to carry its wires and transmit electricity by them over a private property, it should be considered by this Board as having a right to do so upon the conditions imposed by the statute giving the authority, and should be given leave for the purpose upon such additional conditions only as we consider necessary for the protection of person and property, leaving it liable for injury only as in the case of highway crossings. But if no such statutory authority is given it, we cannot give that authority, and the electrical company must submit to any conditions which the railway company ask, our function in such case being only to see that such precautions are taken as to remove as far as possible the risk to the public or others than the railway company; and if among the conditions sought to be imposed by the railway company is one of indemnifying the company, its employees and those using the railway against injuries from the works or their operation, whether due to negligence on the part of the electrical company, its officers or employees or not, that condition should, I think, be imposed by our order.

April 18, 1907.

Re *Brown Brothers Company's Complaint.*

Complainants complained to the Board that certain shipments of perishable stock delivered by them to the Canadian Northern Railway Company at Warman, Alberta, consigned to L. D. Daily, Vegreville, Alberta, were so delayed in transit as to become a total loss, and asked if there was no relief that the Board could give in the matter.

Held, Chief Commissioner Killam, that the subject-matter of the complaint was not one in which the Board could afford any relief; that section 284, subsection 7, of the Railway Act provided a remedy to any person aggreaved by neglect or refusal of a railway company to carry and deliver traffic without delay, that is, by action in the ordinary courts; that the function of the Board is to order the furnishing of accommodation and the appliances and means necessary therefor, in case of the failure of the railway companies to do so; that, as the complaint in question relates only to a particular previous shipment, no order that the Board could make would be of service to complainants; and that the Board was not created to take the place of the ordinary courts, but to exercise an entirely different jurisdiction. It was the function of the ordinary tribunals to award compensation for past breaches of the statute ; that of the Board to prevent as far as possible future breaches.

April, 1907.

Re *Ontario Lumber Company's Siding Agreement.*

The Ontario Lumber Company, Limited, of Toronto, applied, under section 176 of the Railway Act, 1903, for an order directing the Canadian Pacific Railway Company to repay and refund to the applicant company the sum of $830 by way of rebate out of the tolls charged by the railway company in respect of the carriage of traffic for the lumber company.

Under an agreement between the applicant company and the railway company, the railway company undertook to construct a siding and to refund to the applicant company the said sum of $830, being the amount deposited by the applicant company as the estimated cost for the construction of the siding.

Held, that the Board had no jurisdiction to enforce the provisions of the said agreement under which the siding was built to the lumber company's premises; that at the time the agreement was made there was no provision in the Railway Act then in force corresponding to the provision in the present Railway Act, under which railway companies could be required to construct such sidings upon the condition, among others, that the deposit should be repaid by rebates from other roads; that the siding was constructed wholly under the agreement; and that the Board had jurisdiction only to enforce provisions of the Railway Act and not rights arising out of contracts.

June 27, 1907.

Re *Robertson* v. *Grand Trunk Railway Company.*

This was an application for an order directing the Grand Trunk Railway Company of Canada to issue third-class tickets at the rate of one penny for each mile travelled, and directing the company to provide at least one train having in it third-class carriages which shall run every day throughout the length of its line. The application was based upon a clause in the original Act of incorporation of the Grand Trunk Railway Company, which provided that the fare or charge for each first-class passenger by any train on the said railway should not exceed two pence for each mile travelled; the fare or charge for each second-class passenger by any train should not exceed one penny and one-half penny currency for each mile travelled; and that the fare or charge for each third-class passenger by any train on the said railway should not exceed one penny currency for each mile travelled.

These provisions have never been expressly repealed. The contention on behalf of the company was that they had been impliedly repealed by subsequent legislation.

By its special Act, the several clauses of the Railway Clauses Consolidation Act with respect, *inter alia,* to tolls, were made to apply to the company and its undertaking so far as these clauses were not inconsistent with the provisions of the special Act.

The Chief Commissioner, in his judgment, traces the history of railway legislations from the Railway Clauses Consolidation Act, 1851, down to the present time, so far as such legislation relates to the question of tolls.

The Railway Act requires a railway company to furnish adequate and suitable accommodation for receiving, loading, carrying and delivering traffic, and to furnish and use all proper appliances, accommodation and means necessary therefor; to afford to all persons all reasonable and proper facilities for the receiving, forwarding and delivering of traffic. The Act empowers the Board to order the company to furnish such accommodation where it has failed to do so, and power is given the Board to order that specific works be constructed or carried out, &c.

Held, that the clause requiring the running of third-class carriages and limiting third-class fares was not affected by any legislation prior to the Act of 1903.

Judgment, in part, of Chief Commissioner Killam, concurred in by the Deputy Chief Commissioner Bernier and Mr. Commissioner Mills:

'As has been said, the provisions of the special Act have not been expressly repealed. None of the enactments in the Railway Act, 1903, or in the present Railway Act, are explicitly inconsistent with those provisions. The contention on the part of the railway company is that, in effect, those enactments, and particularly the portions relating to tolls and those giving the Board jurisdiction respecting the accommodation, &c., to be furnished by the company, are so inconsistent as impliedly to repeal the provisions of the special Act.

'"If two inconsistent Acts be passed at different times, the last is to be obeyed; and if obedience cannot be observed without derogating from the first, it is the first which must give way." Per Lord Langdale, M.R., in Dean of Ely v. Bliss, 5 Beav., at p. 582. But a "repeal by implication is never to be favoured." Per Field, J., in Dobbs v. Grand Junction W. W. Co., 9 Q.B.D. at p. 158.

'"We ought not to hold a sufficient Act repealed, not expressly as it might have been, but by implication, without some strong reason." Per Lord Bramwell in G. W. R. Co. v. Swindon and Cheltenham R. Co., 9 A. C., at p. 809.

'"A later Act of parliament hath never been construed to repeal a prior Act, without words of repeal, unless there be a contrariety and repugnancy between them, or at least some notice taken of the former law in the subsequent one, so as to indicate an intention in the lawmakers to repeal it." Per Lord Hardwicke, L.C., in Middleton v. Crofts, 2 Atk. 650.

'The court must be satisfied that the two enactments are inconsistent before they can from the language of the later imply a repeal of an express prior enactment.' Per Byles, J., in Conservators of the Thames v. Hall, L.R., 3 C.D., at page 419; and in the same case Keating, J., said (p. 420): 'I entirely agree with my Brother Byles, that, before we come to that conclusion, we are bound to satisfy ourselvees that it is a necessary implication.'

'When the repeal is not express, the burden is on those who assert that there is an implied repeal to show that the two statutes cannot stand consistently the one with the other.' Per Chitty, J., in Lybbe v. Hart, 29 ch. D. 8

The intention to repeal must appear even more strongly where the first provision is contained in a statute of a private or special nature, in which case the maxim *generalia specialibus non derogant* usually prevails. 'A later statute in the affirmative shall not take away a former Act, and *eo potior* if the former be particular and the latter be general.' Gregory's Case, 6 Rep. 19 b.

'The law will not allow the exposition to revoke or alter, by construction of *general* words, any *particular* statute where the words may have their proper operation without it.' Lyn v. Wyn, 2 Bridg., C.P. 127.

'The general principle is that a *general* Act is not to be construed to repeal a previous *particular* Act unless there is some express reference to the previous legislation on the subject or unless there is a necessary inconsistency in the two Acts standing together.' Per Bovill, C. J., in Thorpe v. Adams, L.R. 6 C.P. at p. 135.

'Unless two Acts are so plainly repugnant to each other that effect cannot be given to both at the same time, a repeal will not be implied, and special Acts are not repealed by general Acts unless there is some express reference to the previous legislation or unless there is a necessary inconsistency to the two Acts standing together.' Per A. L. Smith, J., in Kutner v. Phillips, 1891, 2 Q.B. 267.

'It is a fundamental rule in the construction of statutes that a subsequent statute in general terms is not to repeal a previous particular statute unless there are express words to indicate that such is the intention, or unless such an intention appears by necessary implication.' Per Bovill, C. J., in Reg. v. Champneys, L.R. 6 C.P. at p. 394.

'In order to show that a particular Act is repealed by a general Act by implication, it is not enough to show that the particular Act may have become useless or futile, that is to say, that the subject-matter of the particular Act comes within the terms of the general Act; it must be shown, as it seems to me, that there are enactments in the general Act, when rightly construed, inconsistent with the maintenance of the particular Act.' Per Brett, J., in Reg. v. Champneys, *supra,* at p. 404.

'Now, if anything be certain it is this, that where there are general words in a later Act capable of reasonable and sensible application without extending them to subjects specially dealt with by earlier legislation, you are not to hold that earlier and special legislation indirectly repealed, altered, or derogated from merely by force of such general words, without any indication of a particular intention to do so." Per Lord Shelborne, L.C., in Seward v. Vera Cruz, 10 A.C. at p. 68.

'See also the enunciation of similar principles by Sir W. Page Wood, V.C., in Fitzgerald v. Champneys, 2 J. & H. at pp. 53-61.

'But all of these statements admit that, if the intention of parliament to that effect sufficiently appears, the later Act should be construed as repealing or varying the former Act, whether special or general, and several cases have been cited in which the courts have adopted such construction. In most of these the circumstances and the nature of the enactments vary so much from those with which we have now to deal that they do not appear to afford us any material assistance.

'In these cases the principles before stated are not contravened; in some they are expressly acceded to. Usually, the decisions turned upon the view taken by the court of particular language or of the scope and intention of the legislation as understood by the court. I will cite from but two of them. In Daw v. Metropolitan Board of Works, 12 C.B., N.S. 161, Willes, J., said: "The rule of construction of Acts of parliament as laid down by Vice-Chancellor Wood in the London and Brighton Railway Company v. Board of Works, 26 L.C., ch. 164, is no doubt a very wholesome one A subsequent general enactment will not derogate from a prior special enactment. When, as the learned judge says, the legislature has had a special case in view, and has specially legislated upon it, the inference necessary is that it does not intend by a subsequent general enactment not referring to the former, to deal with those matters which have already been specially provided for. The rule *generalia specialibus non derogant* is properly applicable to such a case . . . . . In the present case, however, the rule cannot apply. The powers conferred by the two are substantially, if not strictly, the same. So soon as you find that the legislature is dealing with the same subject-matter in both Acts, so far as the later statute derogates from and is inconsistent with the earlier one, you are under the necessity of saying that the legislature did intend in the later statute to deal with the very case to which the former statute applied." And in the Great Central Gas Consumers' Company v. Clarke, 11 C.B., N.S. 814, Keating, J., said: "I agree that, when we find in an Act of parliament a prohibition against a public company exacting more than a prescribed rate, we should require a very clear enactment in a subsequent Act to remove the restriction, but it is equally clear that, if we find in a later Act of parliament provisions which are utterly inconsistent with those of an earlier Act, we are bound to give effect to the later provisions." And i nthe same case, 13 C.B. N.S. 838, Pollock C.B., said: "Although that section is not in terms repealed, yet it becomes a clause in a private Act of parliament quite inconsistent with a clause in a subsequent public Act of parliament. That is sufficient to get rid of the clause in the private Act. Looking at the 19th section of the general Act, we think it is impossible to read it otherwise than as repealing the 24th section of the private Act. We are bound as well by the plain words of the Act as by the general scope and object of it, and also by the justice of the case."

'By section 3 of the Act of 1903, that Act was to be incorporated with and construed as one Act with the special Act, subject as in the general Act provided; and by section 5, in the event of inconsistency between the general Act and any special Act passed by the parliament of Canada relating to the same subject-matter, the provisions of the special Act were to be taken to override the provisions of the general Act in so far as should be necessary to give effect to the special Act. These provisions are combined in section 3 of the present Railway Act. This would settle the matter if the special Act had been one passed by the parliament of Canada, in which case, although earlier than the general Acts, the provisions of the special Act would prevail. But the portion of the Grand Trunk Railway to which the present application refers was constructed under a special Act of the late province of Canada. I have some doubt whether section 6 of the Act of 1903, and the similar section of the present Railway Act, under which the general Act is to apply to the exclusion of such of the provisions of a special Act of a provincial legislature as are inconsistent with

the general Act, were intended to cover the case of a special Act passed by the parliament of the province before the union. The definition of the terms "legislature of any province," and "provincial legislature," in section 2, subsection (r) of the Act of 1903, and section 2, subsection 20 of the present Act, is probably wide enough to include such parliaments; and the Grand Trunk Railway was declared by an Act of the parliament of Canada to be a work for the general advantage of Canada. That declaration was included in an Act amending the general Railway Act, which, though referring specifically to the Grand Trunk Railway and other named railways, may not come within the definition of a "special Act." The Grand Trunk Railway was a railway connecting one province with another, and thus became *ipso facto,* upon the formation of the Dominion, subject to the legislative authority of the parliament of Canada without a declaration that it was a work for the general advantage of Canada. Section 6 was probably intended to apply to railways constructed under special Acts of provincial legislatures passed after confederation.

'Possibly, however, this may not be important, since section 6 embodies the most important of the beforementioned principles, that the prior special Act is repealed or affected by the general Act only where there is inconsistency between them; and I take it that, under either view, the burden is upon the party asserting it to point out the inconsistency, and that this should be made clear.

'The clause in the special Act is two-fold: It limits the fares for different classes of passengers, and it requires the running of third-class carriages. Necessarily, under the later portion, there was some obligation upon the company to furnish reasonable accommodation; some obligation to give some attention to the comfort and convenience of third-class passengers, even though this accommodation and attention should not be of the same character as required for the other classes. The legislation requiring the furnishing of adequate and suitable accommodation and the affording of reasonable and proper facilities, could certainly not affect a repeal of the provision for running third-class carriages, nor, in my opinion, can the legislation empowering the Board of Railway Commissioners to make regulations providing for the protection, safety, accommodation, and comfort of the public. Whatever the obligations under the present Act or the former Acts, these could not satisfactorily be enforced by the ordinary methods in the ordinary tribunals. The Board of Railway Commissioners was created to be the tribunal for the settling of these and other matters affecting railways and railway companies. It does not appear to me that the creation of such a tribunal was in any way inconsistent with the continuance of the obligation imposed by the special Act, or could affect its repeal or evidence an intention of Parliament that the obligation should be no longer effective.

'Under the Railway Clauses Consolidation Act and all the succeeding legislation, down to the Act of 1903, railway tolls were subject to the approval of, and to be altered by, the Governor in Council. This limitation upon the company's powers was embodied in the special Act by reference to the general Act. The jurisdiction of the Governor in Council could exist, therefore, consistently with the limitation as to fares imposed by the special Act, and it does not appear to me that the substitution of the Board of Railway Commissioners as the body which is to approve, and which has the jurisdiction to alter, railway tolls, makes any change in this respect. Under the former legislation, all the railway tolls required the approval of the Governor in Council; under the present, it is only the standard of maximum tariffs which must be approved by the board; and railway companies are authorized to make special tariffs imposing tolls lower than those in the standard tariffs. The practice has been for the companies to obtain approval of standard passenger tariffs, not distinguishing between classes, and to provide for second-class fares by special tariffs. Third-class fares could be provided for in the same way. I do not think that the provisions requiring special tariffs are necessarily inconsistent with the limitations imposed by the special Act or that they are sufficient to indicate the intention of Parliament that the company, in framing special tariffs, was to be free from such limitations.

'I am not informed whether the third-class carriages were at any time used upon the company's railway. To my mind it is clear that the obligation to use them, and to carry at fares limited as in the special Act, continued up to the coming into force of the Act of 1903. I am unable to find in the subsequent legislation any sufficient indication of parliament to abolish the system originally imposed upon the company, as having become obsolete or unnecessary. The imposition of this system was one of the terms and conditions upon which the company was granted its franchise, and it should not readily be presumed that parliament intended to relieve the company from such terms and conditions.

The application is limited to the portion of the Grand Trunk Railway between Toronto and Montreal, and it is unnecessary to consider whether the obligation ever extended to any other portion of the company's lines.

'In my opinion, there should be an order requiring the company to run every day throughout the length of its line between Montreal and Toronto at least one train having in it third-class carriages, and forbidding it to charge third-class passengers fares at more than two cents per mile, and directing it to amend its special tariffs accordingly.

The operation of this order, however, should be stayed a sufficient time to enable the company to appeal.'

Ordered accordingly.

An appeal from the board's order now pending before the Judicial Committee of the Privy Council.

Ottawa, July 4, 1907.

Re *Galt Board of Trade Application for Connections with the Canadian Pacific, Grand Trunk and Galt, Preston and Hespeler Railway Companies.*

This was an application by the Galt Board of Trade, under section 228 of the Railway Act, for an order directing the above-named railway companies to connect their lines or tracks, in the town of Galt, province of Ontario.

Held, after the hearing of the parties interested, that an order should go requiring the Canadian Pacific Railway Company to make connection between its line and that of the Grand Trunk Railway Company at Galt, so as to admit of the safe and convenient transfer or passing of engines, cars and trains over the tracks or lines of one of the said companies to those of the other; and that such connection be maintained and used, the plans of location of the connecting line and of connections with the existing lines first submitted to and approved by the Board.

Held, further, that the order should direct the Canadian Pacific Railway Company, within one month from the issue of the order, to submit to the Board a plan and profile of the proposed connecting line and all connections with the existing lines and the connections thereof with the existing lines of railway of the two companies The applications for connection with the electric railway company to stand for negotiations between the parties.

Ordered accordingly.

November 12, 1907.

Re *Application of the Village of Weston for a Highway Crossing at Dennison Ave.*

This was an application by the village of Weston, in the province of Ontario, under sections 250 and 237 of the Railway Act, for an order directing the Canadian Pacific and the Grand Trunk Railway Companies, *inter alia,* to construct and provide a public crossing at the east end of Dennison avenue.

Judgment, Chief Commissioner Killam, concurred in by the Deputy Chief Commissioner Bernier, and Mr. Commissioner Mills: 'While the railway companies put

up warning notices and occasionally closed gates on each side of their lines, thereby preventing any inference of intention to dedicate these portions of their lines to public use as a highway crossing, they took no effective steps to put a stop to their actual use by the public for this purpose, and the public have used the same for many years. Such a course of proceeding is highly objectionable. Railway companies should either fence off their lines and take steps to prevent the unlawful crossing of their tracks, or allow public highways to be placed across them where the public interests demand such a course. In tacitly conniving at these trespass crossings while endeavouring to protect themselves from liability in respect of the same, they are maintaining a public danger and ought not to expect the same consideration of their interests as in cases where it is sought to construct entirely new highway crossings over their railways. The multiplication of level highway crossings is certainly undesirable, but not so undesirable as the illegal level crossings.

'The order of the Board directed the railway companies to provide and construct a highway across their respective lines of railway at the east end of Dennison avenue, in the village of Weston, and reserved the question as to the protection of the said crossing for further consideration.'

November 13, 1907.

Application of the City of Winnipeg for leave to build a bridge over the Canadian Pacific Railway in the city, to be used as a public highway connecting Brown and Brant streets, in that city.

These streets are almost in the same line; the one on one side and the other on the other of the yard and tracks of the Canadian Pacific Railway Company.

Although the public were in the habit of crossing the tracks of the railway company near the place where the proposed bridge was sought to be put, and planking maintained there for convenience in crossing, it was not claimed that any highway ever existed over the land occupied by the railway company in the line of these two streets or either of them.

The railway company did not object to the proposed over-crossing itself. The question was whether the company should contribute to the cost of the work.

By section 237 of the Railway Act, when an application is made for leave to construct a highway across an existing railway 'the Board may, by order, grant such application upon such terms and conditions as to protection, safety, and convenience to the public as it may deem expendient, or may order that the highway be carried over or under the railway, or be temporarily or permanently diverted.....'

By section 59, 'When the board, in the exercise of any power vested in it by this Act or the special Act, in and by any order directs any structure, appliances, equipment, works, renewals, or repairs to be provided, constructed, reconstructed, altered, installed, operated, used, or maintained, it may order by what company, municipality or person interested or affected by such order, as the case may be, and when or within what time and upon what terms and conditions as to the payment of compensation or otherwise, and under what supervision the same shall be provided, constructed, reconstructed, altered, installed, operated, used, and maintained.'

'2. The Board may order by whom, in what proportion, and when, the cost and expense of providing, constructing, reconstructing, altering, installing, and executing such structures, equipment, works, renewals, or repairs, or of the supervision, if any, or of the continued operation, use, or maintenance thereof, or of otherwise complying with such order, shall be paid.'

Judgment, Chief Commissioner Killam, concurred in by Mr. Commissioner Mills:

'While upon its face, section 59 appears to give the Board absolute jurisdiction to compel any company, municipality, or person interested or affected by the order to pay or contribute to the payment of such compensation, it cannot have intended that

the Board should exercise such discretion arbitrarily without reference to the respective rights of parties interested or affected or proposed to be affected.

'If the property were that of a private person, through whose lands the city could carry a highway without his consent, the city would ordinarily be liable to compensate the landowner for the property taken and for the injury caused by the severance of the remaining property. In some cases the legislation provides for an allowance for any advantage which the property owner may derive from the contemplated work, or that the cost of the same be assessed upon the lands of the parties interested in or benefited by the work.

'The bridge now proposed to be erected can be of no benefit or advantage to the railway company. It will rest, in part, upon and thus occupy the surface of the company's lands, and it will extend through an upper space, which, by virtue of its ownership of the soil, is the property of the railway company. There seems to be no reason or principle upon which the railway company can be required to defray the cost of such a work or any portion thereof.

'I think that the city should have leave to construct the work at its own expense.'

November 15, 1907.

Re *Bell Telephone Company and Windsor Hotel Agreement.*

In the month of November, 1906, the Bell Telephone Company and the Windsor Hotel Company entered into an agreement for the installation of a telephone system by the telephone company in the Windsor Hotel.

As the telephone company's tolls had to be approved by the Board, the execution of the agdeement was left in abeyance until the Board should have had an opportunity to consider the agreement, in so far as it related to telephone tolls.

The main points as to which there could be considered to be any question, and with which the board dealt, were:—

1. The clause providing for exclusive use of the Bell telephone system in the building.
2. Rental of instruments.
3. Rates for local messages.
4. Long-distance rates.
5. Terms of agreement.

Judgment, Chief Commissioner Killam, concurred in by Mr. Commissioner Mills:

1. *Exclusive rights.*—I see no reason why the hotel company should not bind itself to take the Bell system only. No other is at present in sight, and the introduction of another would require considerable time. The Bell Telephone Company's rates being now subject to control by our Board, there seems to be no serious objection to such a stipulation.

2. *Rental of instruments.*—This is an agreement of a peculiar character. Very few of them are likely to come before the Board for consideration, and those that do will probably have different features. The size, situation of the hotel, number of rooms and of telephones will vary. I see no reason why the hotel company should not be allowed to agree to pay the rental stipulated in this proposed agreement. We should presume that the company is controlled by business men who are able to make their own agreements.

3. *Rates for local messages.*—The telephone company stipulate for a rate of 10c for connection. The impression that I have formed is that this rate, under the circumstances of the service, is not an unreasonable one. My present inclination is to the view that if telephone rates are to be in any respect reduced, that reduction should come, in the first place, from the annual charges to regular subscribers, and, secondly, from long-distance rates, leaving the 10c. rate for casual messages as at present; but

it would probably be wise to provide that this rate is to be subject to any reduction which the Board may at any time order.

4. *Long-distance rates.*—The agreement (par. 17) provides for payment of 'the telephone company's regular toll charges.' These charges must be made at rates approved by the Board, so that there can be no objection to this stipulation.

5. *Terms of agreement.*—I would provide that, after the period of ten years, any extension shall be subject to the approval of the Board.

I think that we may properly approve the agreement with the two conditions which I have mentioned:—

1. That the charge of 10c. for each connection had over any telephone hereby leased with the Montreal exchange subscribers of the telephone company shall be subject to reduction at any time by the Board.

2. That any extension of the term of the agreement after the expiration of ten years shall be subject to the approval of the Board.

November 23, 1907.

Re *The Robertson-Godson Company'c Complaint.*

The Robertson-Godson Company complained to the Board that they were assessed a class-rate by the Canadian Pacific Railway Company on a shipment of paving blocks from Edmonton to the Pacific coast, whereas the lumber rate should have applied, which meant, they alleged, a considerable loss to the company. The railway company took the position that the lumber rate did not apply, as that rate could only relate to those articles specifically mentioned in its tariff filed with and approved by the board, and that this list of articles did not include street paving blocks.

The complainants' contention was that paving blocks were nothing more than fir lumber, and, therefore, should be included in the classification. They asked the ruling of the Board as to whether their contention was correct or not, and, if correct, whether they were not entitled to a refund.

Held, that the Board had no jurisdiction to direct or authorize the railway company to make any rebate in the rates charged under tariffs lawfully existing when the goods were carried, and that the only action which the Board could take would be to require that paving blocks be included in the commodity tariff; but that this action could not affect past transactions.

November 29, 1907.

Re *Vancouver, Victoria and Eastern Railway and Navigation Company's Application to Expropriate Lands in the Municipality of Delta, B.C.*

In August, 1907, the Board made an order authorizing the Vancouver, Victoria and Eastern Railway and Navigation Company 'to divert the Ladner highway along the Fraser river, known as the River road, in the said municipality of Delta, to the extent and in the manner shown in pink as route No. 2 on the plan and profile on file with the Board.....; and to maintain, construct, and operate its railway along and upon the existing portions of the said highway between the points of diversion.'

On the 29th October of the same year, the railway company applied, under section 178 of the Railway Act, for authority to expropriate certain lands for the purpose of the diversion of the highway mentioned above, under the Board's order. The land sought to be taken was a strip coloured red on the plan accompanying the application, and was necessary for the highway along the route prescribed by the Board's order. The company's application stated 'that, by by-law dated the 12th day of November, 1906, the municipality of Delta gazetted a highway between the termini of the diverted highway and the land coloured red on the plan filed herein practically coincided with the said highway except where it is of a greater width than 66 feet, and then only as to the excess and also where it crosses the ravine on lot 16, group 2.'

The application also alleged 'that it is necessary, in order to construct the diverted highway in accordance with the order of the Board of Railway Commissioners for Canada, to take the whole of the land coloured red on the plans filed herein—where the land required is of a greater width than 66 feet the road crosses ravines or follows along steep hillsides—and the width shown is necessary in order to construct the said highway, and for no other purpose.'

Another of the parties whose property was sought to be taken filed answers stating merely that it was not necessary for the company to take the lands referred to in the application. By consent of the parties the application came on for hearing at Ottawa, when the question of the necessity for taking the land coloured red on the plan was not raised; but counsel for a number of the landowners requested that certain conditions be imposed upon the railway company. These conditions were referred to the railway company by its counsel, which refused to accept the terms, except one for allowing rights of crossing on foot over the railway to the river. The River road ran along the river bank in some places close to the foreshore ; in other places leaving small pieces of land between it and the river. The Fraser river opposite the place in question is a tidal navigable river. Counsel for the landowners stated that the township of Delta had passed a by-law for the diversion of the highway practically covering the diversion ordered by the board. The railway company claimed to have a grant from the provincial government of the foreshore along the diverted portion of the highway.

At a later hearing one of the conditions asked for by counsel for the landowners was expressly abandoned, and two others not really insisted upon. Those asked for were, first, a condition requiring the company to pay compensation to the landowners for the portion of land on which the railway was built, upon the basis that the land on which the railway runs reverts to the owners of the adjoining lands upon the closing of the highway. Condition two—that the company pay compensation to the owners of the land for the right of way over the diverted highway; and the third condition was one for certain crossings and the right to build and maintain landings and net houses on the company's right of way next the river and opposite the lands of the respective owners.

Judgment, Chief Commissioner Killam, concurred in by the Deputy Chief Commissioner Bernier on December 26, 1907.

Referring to the first condition sought to be imposed:

'It is not at all clear that such is the effect of the diversion; if so, the party in whom the land occupied by the old highway vests will naturally be entitled to compensation for the taking of his land by the railway company. If such is not the effect, then there is no reason why compensation should be given on such a basis. If the municipal by-law was sufficient of itself for the diversion of the highway and to close the old highway to public traffic, the question of the landowners' right to compensation must be determined by the local law and by the local courts. If it was not sufficient and the closing of the old highway is affected by the exercise of the company's powers under the Railway Act and the board's order, the landowners should be left to take such compensation as under the Railway Act they are entitled to. This application is one for taking a strip out of another portion of their lands, and it does not appear that any condition should be imposed not directly relating to the taking of the land for which authority is now sought.'

Referring to the second condition:—

'It is not necessary to impose a condition for that purpose. The parties whose lands are taken have a right to compensation under the Railway Act for the taking of their land and the injury done by severance of the remainder. This is admitted by both parties.'

Referring to the third condition :—

'As I have said, the railway company is willing that foot crossings should be allowed to these owners. Apparently the land is not suitable for crossing otherwise

than on foot, and it is reasonable that these parties should have crossings in the nature of farm crossings, particularly those whose holdings extend to the river side. These latter need no condition to enable them to have landings and net houses. As to those whose land does not extend across the highway, it is reasonable that they should have access to the water; but there seems to be no reason for imposing upon the railway company an obligation to give up for the purposes of landings or buildings any land not belonging to the parties whose lands they are taking. I think that the order authorizing the company to take the land applied for should be granted, with conditions that the foot crossings, to which Mr. Ritchie at the last hearing limited his request, shall be allowed by the company.'

Order, dated December 26, issued accordingly.

Judgment in dissent, Mr. Commissioner Mills:—

'I am strongly of the opinion that the Railway Commission should not open the way for law-suits, nor advise people to go to the local courts to determine and obtain their rights, unless it is really necessary to do so.

'Taking the case of six or seven poor fishermen on the banks of the Fraser river, in the township of Delta, B.C., I think it is cruel to send them to the local courts to settle the points at issue between them and the Great Northern Railway Company, when the problems submited can be solved and the suggested law-suits avoided simply by putting into the order for expropriation the terms and conditions on which the railway company can obtain the rights and privileges for which it has applied under section 178 of the Railway Act.

'It is possible that these concessions or conditions should have been imposed when the application for approval of location was under consideration; but I, for one, was not aware of the facts at the time; and I would rather vary the order approving of the location, if that is necessary, than send such people to the courts to obtain their rights. I maintain, however, that these rights can be secured by imposing conditions in the order now applied for.

'*As* nothing is gained by dissenting judgments, I have ventured to submit an alternative draft order embracing two conditions not yet approved of by my colleagues; and I wish to state briefly my reasons for asking that these conditions be imposed upon the applicant company.

'*First.*—As to the compensation of the owners of land, for the portions of their land which were formerly given for the river bank road, which portions the railway company has recently been authorized to take. The company contends that, inasmuch as it has to buy land for a new road on the hillside, it should not be required to purchase any portion or portions of the road which it is taking along the river bank. I think, however, that the claim of the landowners is a reasonable one, because they gave their land along the river bank without compensation, for the purpose of getting a level or comparatively level road in that locality. This road is now taken from them for the benefit of the railway company; they are deprived of the benefits which the grant of that portion of their land was made to secure; and a very crooked road at an elevation of 93 feet up the hillside is not equivalent for the road of which they are deprived.

'I think that any one who notices how crooked the proposed road on the hillside is and bears in mind that, according to the statement of our engineer, it involves an ascent of 93 feet above the level of the present road, will admit that it is not, in any proper sense, an equivalent for the latter; and that, therefore, the railway company should not only provide and construct the inferior high-level road, but pay the complainants for the portions of their land which were given for the comparatively level and much better road by the river.

'This is my reason for thinking that the request of the people set forth as condition 3 in the draft order submitted should be granted.

'*Second.*—Inasmuch as the men herein referred to are all fishermen depending upon access to the river for their livelihood, they should not be refused the right to construct nethouses and landing-platforms along the river bank. To refuse them this privilege is to drive them out of business, making the remainder of their land valueless and compelling them to go elsewhere. This, I think, is something which the board should not do; and, for that reason, I would suggest that they be each allowed to build a net-house or net-houses and a landing-platform or platforms on the right of way of the applicant company, where it comes to, or within 25 feet of, the Fraser river, provided he does not occupy more than 80 feet of space along the river bank and does not build, construct, or place any structure or thing within 25 feet of the centre line of the right of way of the applicant company.

'Application was made for permission to occupy, for such purposes, the land on the river bank, to within 20 feet of the centre line of the railway track; but, with a view to provide for the possibility of a double track, I have increased the space to 25 feet from the centre line of the right of way, allowing the applicants, for the length of 80 feet on each lot, to use the right of way for a width of only 25 feet (instead of 30 feet), wherever the said right of way comes within 25 feet of the river; and I am making this suggestion as a compromise, in the hope that it may be approved by my colleagues—granting the landowners the privilege of building and using net-houses and platforms as above, on condition that they keep distant 25 feet, instead of 20 feet, from the centre line of the right of wap of the railway company. (See sketch of right of way and double track line submitted herewith.)

The death of Chief Commissioner Killam having occurred before the above suggestions were considered, and the Deputy Chief Commissioner having since concurred in the judgment of the late Chief, I have to dissent from the said judgment and the order based thereon.

Re *Complaint C. R. Banks.*

This was a complaint against the Dominion Atlantic Railway Company, alleging that as a result of delay in forwarding a consignment of cornmeal shipped by the St. John Milling Company of St. John, N.B., to complainant at Torbrook Mines, in Annapolis county, province of Nova Scotia, complainant suffered a loss of 10 cents per hundredweight, amounting in all to $30; and applied to the board for redress.

Held, that the board had no power to award complainant damages for the delay; that the complaint was in respect of one single shipment, and there was nothing to indicate that such delays were frequent or that the investigation was necessary for the purpose of devising a remedy for a defective system; that the remedy of the party aggrieved was to be found by action in one of the regular courts; and referred complainant to subsection 7 of section 284 of the Railway Act.

January 23, 1908.

Re *Highway Crossings over Railways.*

If there is no established highway over the railway, the board has no power to compel the railway company to make and maintain such a crossing. The board's jurisdiction is confined to giving to the municipal authorities the power to carry and construct a highway across the railway.

Chief Commmissioner Killam.

January 28, 1908.

Re *Moor Lake Accident.*

This accident was the result of a head-on collision at Moor lake between the Canadian Pacific Railway Company's passenger train No. 8, coming east, and extra engine 1715, going west, on the night of November 14, 1907, near Moor lake, in the

province of Ontario, in which the engineer was killed and a number of passengers more or less seriously injured, and the mail car, with its entire contents, including a very large number of registered letters and articles and ordinary mail matter, were completely destroyed.

Application was made to board by the Post Office Department, and the representatives of the engineer, for a copy of the report of the board's inspector.

Held, that the inquiries and reports of its accident inspectors are made for the purpose of informing the board in the public interest only, and in order to enable the board to judge of the causes of accidents and the rules and precautions to be made and taken for the purpose of avoiding them in future, and not for the purpose of giving information to parties desirous of making claims against a railway company for injury to person or property; that this rule was adopted not only because the board did not consider that its function was to obtain information for the purposes stated, but also because the board did not desire that railway officials should be deterred from giving information to the board's officials through fear that it would be used in support of claims against the companies.

January 29, 1908.

Re *Complaint of J. Wilson* v. *Canadian Pacific Railway Company.*

Complainant's horses got on the track of the Canadian Pacific Railway Company between Nanton and Parkland, in the province of Alberta, at a public crossing, and were killed. It was alleged that there were no guards of any kind to keep the horses from getting on the track, and estimated his loss at $850.

The board took the matter up with the railway company, and was informed that proper cattle-guards had been installed at the crossing.

Held, that the board has no power to compel railway companies to pay claims for damages for cattle killed upon railway tracks, as the statute expressly provides that the remedy is to be by action in a court of competent jurisdiction; that the board's only function in this respect is to see that provisions of the statute respecting fences, cattle-guards, &c., are properly observed.

February 8, 1908.

Re *Basil H. Malaher's Complaint.*

Basil H. Malaher, of Marshall, in the province of Saskatchewan, the complainant, alleged that he had been overcharged the sum of $9.97 on the carriage of goods from Liverpool, *vit* Halifax, to Floydminster, the nearest station to Marshall. Under the bill of lading the sum of $20.94 was to be paid. The amount charged and collected by the agent of the Canadian Northern Railway Company at Floydminster was $31.90, making an overcharge, as alleged, of $9.97.

Held, Chief Commissioner Killam and Deputy Chief Commissioner Bernier, after inquiry into the subject-matter of the complaint, that the Canadian Northern Railway Company had received for carriage from Emerson, Man., to Marshall, in the province of Saskatchewan, only the lawful rate of 25 cents per 100 pounds; that the charge made to complainant for the whole carriage from Liverpool to Marshall, Sask., was in accordance with the lawfully existing joint through tariff, and that the board had no jurisdiction to enforce any special contract for rates other than those set out in the lawfully existing tariff, or to compel either the railway company or the steamship company to make any reduction from this charge; and that any relief to which the complainant would be entitled could only be obtained by action in the ordinary courts.

February 12, 1908.

Re *Application of the Village of Mannville, in the Province of Alberta, for Crossing the Canadian Northern Railway Company's Line of Railway.*

This was an application, under sections 252 and 253 of the Railway Act, for an order directing the Canadian Northern Railway Company to provide and construct a suitable street crossing where the railway company's railway intersects the village of Mannville, in the southeastern quarter of section 50, range 9, west of the fourth meridian.

Under 'The Village Ordinance' of the Northwest Territory Ordinances, cap. 72, 1905, no authority is conferred upon villages in the province of Alberta to open up highways across private lands.

Held, that the board had no power to compel railway companies to open up highways across their lands; the function of the board, under section 237 of the Railway Act, was to give leave to a municipality or other authority having power to open up new highways, to do this across a railway; but this legislation is based upon the view that the railway company's land has been devoted to a statutory use; and that, in the absence of statutory provision therefor, the municipality or other road authority could not construct a highway over the railway lands.

February 13, 1908.

Re *Robertson and Chatham, Wallaceburg and Lake Erie Railway Company.*

This was an application by Arthur K. S. McA. Robertson for the rescission of an order of the board granting leave to the Chatham, Wallaceburg and Lake Erie Railway Company to carry its line of railway upon and along certain streets in the city of Chatham. The applicant's objection related only to the portion of the railway to be carried along Queen street and to its location on the street opposite property of the applicant. Under the order, the railway was authorized to be located on the side of the street next the applicant's property, the centre line of the track to be nine feet four inches from the centre line of the street. The applicant asked that it be located in the centre of the street, and claimed that the approved location was very injurious to his property.

The plan showing the location of the railway in the city of Chatham was approved by the board, subject to the terms and conditions set forth in by-law No. 815 of the city of Chatham. This plan showed the railway to be apparently located along the centre of Queen street. The by-law referred to was one authorizing the city to lend to the railway company a certain sum of money, and provided, among other things, that before the work was commenced on any section or portion of the company's railway in the said city of Chatham, the plans setting forth the proposed location of the company's tracks were to be first submitted to the engineer of the city for approval, and should not be altered thereafter without the consent of the said engineer; and that no work should be done by the company upon any of the streets of the city until the engineer had approved of the location of the same.

By by-law No. 946 the company was authorized, 'subject to the terms of an agreement to be entered into between the corporation of the city of Chatham and the Chatham, Wallaceburg and Lake Erie Railway Company, to lay down and construct a street railway upon the following streets or portions of streets.' Among these was Queen street, from William street to the southern limit of the city. By the by-law it was provided that the location of the line of railway in any of the streets aforesaid should not be made until plans thereof showing the position of the rails, poles and wires were submitted to and in writing approved of by the city engineer and chairman of the industrial committee, or of such other committee as the council for the time being should appoint for the purpose.

By by-law No. 1013, reciting the previous by-laws, and that it was 'desirable to define the terms of the agreement to be entered into as aforesaid under the said by-

law No. 496,' many provisions were made respecting the company's railway, among which were the following:—

'(25) The location of the line of the said railway on the said streets, and the position of the rails, switches, turn-outs, and other works thereof, shall be shown upon plans, with figured dimensions showing the distance of all their works from the side lines of the streets, which shall be submitted to the said engineer and chairman of the industrial committee, or of such other committee as the council for the time being shall appoint for this purpose, and none of the said works shall be commenced until the said plans have been submitted to and approved of as required by section 9 of said by-law No. 946, and the same shall not be altered thereafter without the consent of the said engineer and chairman.'

By the indenture between the company and the city, reciting the several by-laws mentioned, the company accepted the by-laws and covenanted and agreed that it would in all things conform to, obey, perform, observe, fulfil and do all and every the terms, agreements . . . . in the by-laws contained, and would do and perform all matters and things which the by-laws provided to be done by or on behalf of the company, and would not do anything which the by-laws provided was not to be done by the company.

At the hearing at Chatham of the application of the company for leave to carry and construct its railway upon and along certain highways in the city of Chatham and in other municipalities, it was stated that, under by-laws 815 and 946, the city granted a franchise on certain named streets (among which was Queen street), and reference was made to the approval by the board of the location plan, but the proposed location of the railway upon the streets was not otherwise specified. The result of the hearing was that the order was to go subject to the filing of certain plans and the agreements. The plans subsequently filed showed a location on Queen street west of the centre line of the street.

Later, the board made an order granting leave to the company to carry and construct its railway upon, along and across certain named streets (among which was Queen street), as shown on the plan submitted, subject to the terms and conditions of the by-laws and agreement mentioned. The order not to issue until the plan had been first approved by the city.

Judgment, Chief Commissioner Killam: 'When the matter came before the board at Chatham in December, 1905, the board required to be satisfied, by production of the by-laws and agreements, that the necessary consent of the city to the carrying of the line along the streets had been given. When these by-laws and agreements came to be produced, it appeared that the locations upon the streets were to be fixed by officials of the city, and the board was furnished with evidence that these officials had fixed the location along Queen street as approved by the board's order.

It appears to me that it was quite competent for the board to give leave to carry the railway along a different portion of the street from that set out in the plan to which the application referred, without requiring the making of a new application—and this, whether the change was made at the request of the railway company or against its will.

It appears to me, also, that it was competent for the board to give leave to carry the railway along the street upon a location different from that shown by the location plan approved by the board. In approving a location plan, the board does not usually determine precisely where a railway shall cross another railway, or where it shall run across or along a highway; and when the application to cross another railway, or to cross or run along a highway, comes before the board, it might allow this at a different place or upon a different location from that laid down upon the approved location plan without requiring another location plan to be submitted or an application to be made to authorize a deviation; and the board's order in such a case is sufficient to authorize the necessary deviation.

When the order in question was made, the board had been furnished with the evidence of the location upon Queen street, fixed by the proper city officials under the by-law for this railway. The formal plan embodying this conclusion had not reached the board, but the board might well determine upon the material that the railway should be allowed to be carried along the street as approved by the city officials, and it might well entrust to its secretary, to whom the order was to be forwarded to be sealed and issued, the duty of examining the plan and ascertaining that it indicated the line as thus approved. I think the board could thus make the order, although when it was signed the plan was not yet in the secretary's hands, but to be issued after the receipt of the plan and the making of the comparison which the sceretary was directed to make.

The company's application for leave to place its railway upon the public street was not a 'complaint,' which, under section 20, the board was bound to hear and determine in open court on application by any party to it. But the request for a hearing was not one which the board would ordinarily refuse, and in this case, in view of the agreement for a settlement of the injunction proceedings, the order should not have been made without such a hearing. All of the parties—the city, the railway company, and Robertson—have now been heard and have adduced such evidence as they saw fit upon the question of the location of the railway along Queen street in front of Robertson's property. The railway has been constructed along the side of the street in accordance with the location prescribed by the city engineer and chairman of the committee except opposite Robertson's property, where it has been temporarily carried along the centre of the street. The chief engineer of the board has reported that he is 'of opinion that, as the present road is a country road and not paved, the track should go as the plan originally intended—to one side; but that, if in the future Queen street should be paved as similar streets in Chatham, the tracks could be moved to the centre at very little expense.'

I think it is clear that the placing of the railway along the centre of the street would interfere unduly with the use of the street, and be injurious to the public interest. On the other hand, I have no doubt that the placing of the railway where the company and the civic officials desire to place it would injuriously affect Robertson's property. I am, however, of opinion that the construction and operation of the railway will materially benefit the property, and that the property, with the railway upon the side of the street, will be more valuable than if the railway should not be, or had not been, constructed at all. At present, the land is wholly vacant; a few scattered dwellings are to be found on the other side of Queen street, and there is a probability that the city will grow in that direction and that there will at some time be a demand for lots in that locality for residences, factories, warehouses, &c. The opportunity to procure spurs from this railway should enhance the value for industrial or commercial purposes. While there is not at present a frequent passenger service upon the railway, this must naturally be increased with the growth of the city. At one time Robertson proposed to widen the street in front of his property by giving up a strip along it for the purpose. This fact affords some evidence that such a use of this strip would leave him with property not less valuable than the whole would be if he retained the strip. If he should now widen the street in this way, the railway would then be along the centre of the street, and the remaining property, with the advantages afforded by the railway, would probably be more valuable than the whole is at the present time.

It appears to me that, if we were now hearing the original application, and had before us the evidence which has been given and the arguments advanced on Robertson's behalf, we should still make the order unconditionally, giving the company leave to carry the railway along the street as is proposed by the company and the city.

Judgment, Deputy Chief Commissioner Bernier: 'In this case two principles are involved:

'1st. The control, as trustee for the public, of the streets within the limits of the city of Chatham, which, by by-laws, has determined that the electrical road of the

Chatham, Wallaceburg and Lake Erie should be located according to the decision of its officials.

'2nd. The claim for damages to property owners alongside the streets where the said electric road was to be constructed and operated. I have already expressed my views with regard to the absolute power of the municipalities to fix and determine the terms and conditions with which the railway intended to be constructed would have to comply; the board to conform its order accordingly. As to the question of compensation or damage, it rests entirely between the immediate landowners and the municipality which has chosen the location of the railway, and to be determined by the ordinary courts of justice.

'The board is not in a position to fix the compensation, as the damage cannot be appraised without the intervention of the municipality and the parties who may suffer by its decision; such power, in my opinion, not having been granted to the board.

'My opinion, therefore, is that the order should go according to the decision of the cit y of Chatham, leaving to the interested parties their recourse to the ordinary tribunals.'

Judgment in dissent, Mr. Commissioner Mills:

The council of the city of Chatham, wishing to have the Chatham, Wallaceburg & Lake Erie Railway run through the city, passed a by-law granting the said company leave to lay its track along the centre of Queen street, in the said city.

After a time, the city, or its aldermen, came to the conclusion that the said track on the centre of Queen street would likely interfere with farm traffic coming into the city along the said street; so a new council at a later date, passed a resolution directing the said company to lay its track, not in the centre of the said street, but on the west side thereof, 9 feet 4 inches distant from the centre, the street being 66 feet wide.

It was alleged, and not denied, at the hearing, that, according to the city by-laws, a space 21 feet wide had to be left on each side of the street for sidewalk, boulevard, curb, and gutter; and the plan approved by order of the board dated the 15th July, 1907, places the railway track 21 feet 4 inches from the west side of the street, leaving only four inches between the track and the gutter. With such an arrangement, it is manifest that horses with vehicles cannot pass or be tied between the railway track and the west side of the street; and the owner or owners of land on the west side of the street will have no access by vehicles to the front of their property.

Mr. A. K. S. McA. Robertson owns land on the west side of the said Queen street. His land has a frontage of 3,300 odd feet on the street; in fact, it extends nearly the whole distance throughout which the railway is to run on the side of the street, and the only way to make this portion of his property accessible will be for him to add to the street a strip of his own land, 9 feet 4 inches wide, throughout the whole length of his frontage, viz., 3,300 odd feet.

Even if the city should change its by-laws so as to dispense with a boulevard on each side of the street, it would leave only 15 feet for a driveway including the gutter, which everyone of any experience knows is not sufficient for the purpose; so it is clear to my mind that Mr Robertson's property will be materially injured by the running of the railway along the west side of the street in front of his land.

It is true that the property in question is vacant land at the present time; but it is land within the city limits—land which has paid and is paying heavy city taxes; and in case it is decided that it is a fair and reasonable thing to have the railway run so near the said land as to prevent vehicular access to the front thereof, for a distance of 3,300 odd feet, it is morally certain that a great portion of it will *remain* vacant for years to come unless Mr. Robertson is prepared to widen the street at his own expense.

If the Chatham, Wallaceburg and Lake Erie Railway were a street Railway proposing to give to Mr. Robertson and others in the city of Chatham a street railway service and to confer such benefits as usually result from the running of a street railway in a city, I would be disposed to say that the advantage of such a railway beside Mr. Robertson's land might be regarded as offsetting the damage which will

result from placing the track so close to his property as to prevent vehicular access to the portion which fronts on the streets; but the said railway is not a *street railway* in the city of Chatham or anywhere else, but a rural electric railway proposing to run once every hour, within certain time limits, for freight and passengers, from Wallaceburg, south, through Chatham, to Lake Erie. It will certainly damage the front of Mr. Robertson's property; and it is doubtful whether it will do much, if anything, to increase the value of land there or anywhere else in the city, beyond what the Grand Trunk and the Canadian Pacific lines have already done.

Why should the corporation of the city of Chatham, for its own benefit, in order to accommodate the traffic which it wishes to have along Queen street, place a private citizen like Mr. Robertson at a disadvantage as compared with citizens on the opposite side of the street. And why should it make it necessary for him to add a portion of his property to the street without allowing him any compensation therefor?

Therefore, I think the order of July 15, 1907, should be confirmed and allowed to stand *only on condition* that Mr. Robertson is allowed reasonable compensation, say, $900 for the strip of his land (9½ feet by 3,300 feet), which he will have to add to the street in order to get vehicular access to the front of his property, and thus make it saleable for either residential or business purposes; and as the railway was first located on Queen street by permission of the city, and the location was changed from the centre to the side of the street by the city, and solely for the benefit of the city, the city should pay the said compensation; but the question of payment is one which must be left to the city and the company to settle between themselves.

Ottawa, November 23, 1907.

APPENDIX E.

INFORMAL COMPLAINTS FILED WITH THE BOARD DURING THE YEAR ENDING MARCH 31, 1908.

242. Excessive rates charged by the United States Express Company on shipment for John Downie, Port Stanley, Ontario.

243. Refusal of Canadian Pacific Railway to furnish cars for the movement of homesteaders' effects to points on the Canadian Pacific Railway.

244. Delay to shipment of cattle via Grand Trunk Railway to Dunnville, Ont.

245. Failure of Canadian Pacific Railway to deliver consignment of metal from Port Arthur, Ont., to Montreal, P.Q.

246. Location of railway through Victoria Park, St. Lambert, P.Q.

247. Drainage on Grand Trunk Railway right of way, on lot 15, concession 4, township of Blackwater; complaint of J. R. Sorley.

248. Dangerous condition of highway crossing of Canadian Pacific Railway, municipality of St. Louise, Man.

249. Failure of Canadian Northern Railway to deliver at various points shipments of logs, ties, lumber, telegraph poles, &c., account J. L. Highland & Co.

250. Insufficient car supply by railways to move lines and builders' supplies to points in Ontario.

251. Diversion of Canadian Pacific Railway (Crow's Nest Pass) located line near Pincher Creek, Alta.

252. Inadequate facilities provided by the Grand Trunk Railway in and about their station at St. George, Ont.

253. Delay to consignment of household goods via Canadian Northern Railway and Canadian Pacific Railway to Maybrook, Sask.

254. Refusal of Canadian Pacific Railway to transmit telegrams to passengers in accident at Brunel, Ont.

255. Refusal of Canadian Pacific Railway to grant special rates on settlers' effects consigned to Goose Lake via Regina, Sask.

256. Freight rates on tan bark between North Bay and Soo, Michigan, via Canadian Pacific Railway.

257. Classification of blankets, knitted underwear, woollen socks, &c.

258. Condition of roadbed and rolling stock, &c., of Canadian Northern Railway (Morris-Somerset line).

259. Delivery limits of express companies in Ottawa, Ont., of express south of the Grand Trunk Railway (Glebe).

260. Complaint *re* Canadian Northern Railway to make transfer of second-class passenger traffic from eastern points via Canadian Pacific Railway and Port Arthur, Ont.

261. Refusal of Canadian Pacific Railway and Grand Trunk Railway to furnish second-class passenger rates between Port Arthur, North Bay, Toronto and Ottawa, Ont.

262. Delay in delivery of two shipments of matches from Hull to Herouxville and St. Tite, P.Q., via Grand Trunk Railway and Canadian Northern Railway.

263. Express rates via Canadian Northern and Dominion Express Companies.

264. Damage to goods in transit via railways to Hamilton, Ont.

265. Delay in handling of immigrant traffic by Canadian Northern Railway from Winnipeg to Borden, Sask.

266. Delay to shipment of household goods via Canadian Northern and Canadian Pacific Railways from Maymont, Sask., to Vancouver, B.C.

267. Detention to shipment of horses from London, Ont., to Brandon, Sask., on account of Lord's Day Act.

268. Insufficient fire protection provided by Canadian Northern Railway in Saskatchewan; complaint of Radison board of trade.

269. Insufficient car supply for movement of shipments from Montreal, P.Q., via Canadian Pacific and Grand Trunk Railways.

270. Delay to consignment of butter and cheese to Montreal, P.Q., from various shipping points via Canadian Pacific and Central Vermont Railways.

271. Failure of Michigan Central and Toronto, Hamilton and Buffalo Railways to make connection at Waterford, Ont., on newspaper traffic for points in that district.

272. Refusal of Canadian Pacific Railway to accept shipments from points on Prince Albert branch.

273. Delay to shipment of wheat via Canadian Pacific Railway from Fort William.

274. Refusal of Canadian Northern Railway to issue through tickets to points on the Canadian Pacific Railway; refusal to make connection with Canadian Pacific Railway at Regina, Sask., and to provide proper chute for loading and unloading of cattle.

275. Refusal of agent of Père Marquette Railway at Dresden, Ont., to give clear receipt for goods.

276. Condition of roadbed of Canadian Northern Quebec Railway (Montford and Garneau branch). Excessive freight and express rates between Montreal and Weir, P.Q., and local points.

277. Delay by Grand Trunk and Canadian Pacific Railways in forwarding freight shipments from Toronto, Ont.

278. Delay in shipment of gunpowder from Ste. Adèle to St. Hughes, P.Q.

279. Freight rates of Canadian Pacific Railway to and from Moosejaw, Sask.

280. Refusal of the Canadian Express Company to bill through to Leamington, Ont., via American and United States Express Companies.

281. Delay to shipment of seed grain from Winnipeg to Wabamun, Alberta.

282. Increased freight rates on grain from Ontario points to seaboard.

283. Excessive express rates of Canadian Northern Railway, Winnipeg to Saskatoon.

284. Excessive express rates and unfair classification of express companies to western Canada points.

285. Condition of roadbed of Central Vermont Railway between Stanbridge and Frelighsburg, P.Q.

286. Refusal of Grand Trunk Railway to grant through rates from British ports to Bluebonnets, P.Q.

287. Improper handling of consignment of settlers' effects and live stock to western Canada.

288. Improper handling of consignment of settlers' effects from Brooklin, Ont., to Dryden, Ont.

289. Overcharge in express rates on grain by Père Marquette and Michigan Central Railways.

290. Demurrage charges assessed by Grand Trunk Railway on car of steel from Hamilton, Ont.

291. Inadequate train service on Lyleton branch of the Canadian Pacific Railway.

292. Insufficient car supply by Canadian Northern Railway for shipments of timber, &c.

293. Inadequate accommodation provided by the Canadian Northern Railway at Lamont, Alberta.

294. Seizure of domestic coal by railway companies.

295. Loss of box of household effects shipped by Canadian Pacific Railway from Deloraine, Man., to Wolsely, Sask.

296. Fire caused by locomotives on Nelson and Fort Shephard Railway.

297. Proposed increase in rates of express companies.

298. Excessive charges by Dominion Express Company on express traffic in the Northwest provinces.

299. Condition of station of Canadian Northern Railway at Laurier, Man.

300. Elevating and loading charge of 2c. per 100 charged by the Grand Trunk Railway at Goderich.

301. Condition of roadbed of Grand Trunk Railway between St. Louis and Aubrey stations, P.Q.

302. Condition of drainage, fences, gates and culverts along right of way of the Quebec, Montreal and Southern Railway through the parish of St. Damase, county of St. Hyacinthe, P.Q.

303. Service and rates charged by the Bell Telephone Company in the city of Montreal, P.Q.

304. Inadequate car supply by Canadian Northern Railway on shipments from Swan Lake, Man.

305. Mail service furnished by the Grand Trunk Railway to Parry Sound, Ont.

306. Condition of fences along right of way of the Brockville, Westport and Northwestern Railway, near Delta, Ont.

307. Freight rates of Canadian Pacific and Canadian Northern Companies to and from Joliette, P.Q.

308. Freight rates charged by the Grand Trunk Railway from Depot Harbour to Brule lake, Ont.

309. Train service of the Grand Trunk Railway on Welland branch.

310. Freight rates of Grand Trunk Railway on milk shipments from Huntingdon, P.Q.

311. Condition of bridges of Central Vermont and Canadian Pacific Railways over Richelieu river.

312. Passenger rates of Grand Trunk Railway, Montreal, to Lennoxville, P.Q.

313. Express rates of Dominion Express Company between Winnipeg and Cowley, Alta.

314. Overcharge on shipment of freight by Canadian Northern Railway to Battleford, P.Q.

315. Failure of Grand Trunk Railway to supply cars for movement of express traffic prior to increase in express rates.

316. Insufficient protection at farm crossings of Canadian Northern Railway and improper fencing and speed of trains passing near Dauphin, Man.

317. Shunting of cars by the Grand Trunk Railway across Front street, Orillia, Ont.

318. Overcharge by Canadian Pacific Railway on shipment of bull from Three Rivers, P.Q., to Quebec city.

319. Insurance deducted by Grand Trunk Railway from salary of employee and subsequent dismissal for failure to subscribe to insurance fund.

320. Overcharge by Canadian Pacific Railway on excess baggage from Toronto, Ont., to Strathcona, Alberta.

321. Complaint of St. Maurice and Champlain Telephone Company *re* contract of Portneuf Telephone Company with Bell Telephone Company.

322. Delay in delivery of freight by Canadian Pacific Railway after arrival in Montreal, P.Q.

323. Passenger rates charged by Canadian Northern Railway from Valparaiso, Sask.

324. Express rates to and from Comber, Ont.

325. Express rates to and from Brantford, Ont.

326. Refusal of Canadian Pacific Railway and Dominion Express Company to carry fish on passenger trains from Nipigon, Ont.

327. Obstruction of streets in the town of Iberville by the Quebec, Montreal and Southern Railway.

328. Rates of telegraph companies from Cowley, Alta.

329. Failure of railways to furnish cars for movement of settlers' effects from Ringbo, Man., to Watson, Sask.

330. Passenger and freight rates charged through Canadian territory by Michigan Central and Père Marquette Railways.

331. Blocking of streets and highways by Grand Trunk and Michigan Central Railways in town of Hagersville, P.Q.

332. Discrimination by express companies in rates on fruit from Niagara district to St. John, N.B.

333. Failure of Quebec, Montreal and Southern Railway to supply cars for loading cattle at Henryville, P.Q. Delay in delivery of express traffic at Henryville, P.Q.

334. Congestion in freight traffic at Mile End and Outremont, Que.

335. Discrimination by express companies in rates on fruit from Niagara district to St. John, N.B.

336. Alleged discrimination by Victoria, Vancouver and Eastern Railway in providing facilities at Sidley, B.C.

337. Delay to shipments via Canadian Pacific Railway to northwestern points from Ottawa, Ont.

338. Failure of Canadian Northern Railway to pay employee wage due as boilermaker at Craig, Sask.

339. Inadequate car supply by Canadian Pacific Railway for shipment of hay from Crombies, Ont., to Toronto, Ont.

340. Excessive freight rates on seeds and pineapples by Canadian Pacific Railway to Winnipeg, Man.

341. Loss of cattle on Canadian Northern Railway at Laurier, Man., through failure of railway to fence right-ofway.

342. Condition of cattle guards on railways at Cowley, Alta.

343. Inadequate car supply by Vancouver, Westminster and Yukon Railway at Burnaby Lake, B.C.

344. Express rates of Dominion Express Company and freight rates of Canadian Pacific Railway on milk shipments in British Columbia.

345. Freight rates charged on beer in carload lots from Walkerville to Sudbury as against Soo, Ont.

346. Complaint of excessive freight rates charged on a horse shipped from St. John, N.B., to Strathcona, Alta.

347. Increase in rates via Canadian Pacific Railway from Winnipeg, Man., to Kootenay points.

348. Excessive freight rates charged by Alberta Railway and Irrigation Company and Canadian Pacific Railway on seed grain from Cardston to Cowley, Alta.

349. Freight rates charged by Canadian Pacific Railway on sand from Sandusky, Ohio, to Chatham, Ont.

350. Condition of roadbed of Canadian Pacific Railway Company's St. Rose branch.

351. Discrimination in freight rates on flour from Mile End, P.Q., to Maritime Provinces.

352. Dangerous condition of Hornby street crossing of Michigan Central Railway at Springfield, Ont.

353. Refusal of Canadian Express Company to accept shipments of cream at town office, requiring the shippers to forward shipments to station office; also express rates charged from Bowmanville, Ont.

354. Overcharge on shipment of freight in bond from Liverpool, Eng., to Duluth, Minn., via Canadian Pacific Railway.

355. Failure of Canadian Northern Railway to fence its right of way near Lumsden, Sask.

356. Delay in delivery of Canadian Northern Telegraph messages from Saskatoon to Melfort, Sask.

357. Delay in delivery of shipment of household goods by Canadian Pacific Railway from Maumee, Ohio, to Maymont, Sask.

358. Excessive charges on express traffic by Dominion and Canadian Express Companies from Montreal.

359. Demurrage charges of Canadian Northern Railway on carload of windows from Edmonton, Alta., and a car of lumber from Barrow, B.C.

360. Discrimination in rates charged by Grand Trunk Railway for shipping, handling and conveying of wheat, Georgian Bay ports to Montreal.

361. Overcrowding and delay on passenger trains on St. Lawrence and Adirondack Railway; also class of engines used in moving traffic.

362. Inadequate accommodation provided by the Canadian Pacific Railway on passenger trains between Regina and Qu'Appelle, Sask.

363. Delay in shipment, also excessive freight rates charged by railways on consignments to Almonte, Ont.

364. Ocean freight rates from British ports to Montreal, P.Q.

365. Excessive freight rates charged by Intercolonial Railway on ties from points in Mexico.

366. Excessive express rates charged by Dominion Express Company on buggy shipped from Alexandria, Ont, to Sudbury, Ont.

367. Delay in delivery of freight at Toronto, Ont., after arrival, by Canadian Pacific Railway.

368. Damage and loss by pilferage to goods in transit by Grand Trunk Railway to Hamilton, Ont.

369. Blocking of water course by Grand Trunk Railway, causing flooding of property at Coteau Station, P.Q.

370. Improper fencing of right of way by Canadian Pacific Railway at Braeside, Ont., resulting in loss of cattle.

371. Passenger rates of Canadian Pacific Railway from Winnipeg to St. John, N.B.

372. Failure of Canadian Pacific and Grand Trunk Railways to provide connection between their passenger trains for the accommodation of their Brockville-Ottawa traffic.

373. Loss of trunk and keg of liquor from Europe shipped via Canadian Pacific Railway to Bonne Madone, Sask.

374. Excessive freight rates charged by Alberta Railway and Irrigation Company to Fort William, Ont.

375. Passenger rates on Alberta Railway and Irrigation Company from Spring Coulee to Lethbridge, Alta.

376. Excessive freight rates charged by Grand Trunk Railway and Montreal Park and Island Railway on coal traffic from Montreal wharf to Cartierville, P.Q.

377. Failure of Canadian Northern Railway to properly fence right of way near Togo, Sask., resulting in loss of horses and cattle by settlers.

378. Overcharge by Grand Trunk Railway on shipment of spokes, Corinth, Mississippi, to Gananoque, Ont.

379. Discrimination in freight rates via Canadian Pacific and Grand Trunk Railways from Cache Bay, Burk's Falls and Parry Sound to Copper Cliff.

380. Failure of Canadian Pacific Railway to supply cars for movement of grain traffic from Newdale, Man.

381. Failure of Canadian Northern Quebec Railway to provide farm crossing in parishes of St. Jerome and St. Sauveur, P.Q.

382. Excessive freight rates charged by Atlantic and Lake Superior Railway on cheese shipments from Maria to Matapedia.

383. Increased freight rates on Canadian Pacific Railway on tankage from Montreal, P.Q., to St. John, N.B.

384. Excessive freight rates of Canadian Northern Railway on sand to Winnipeg, Man.

385. Inadequate accommodation provided by Canadian Northern Railway for passengers and freight traffic at Fort William, Ont.

386. Passenger train service on Canadian Pacific Railway west of Fort William, Ont.

387. Condition of crossings, fences, watercourses and culverts on the Quebec, Montreal and Southern Railway in the parishes of St. Angele de Monnoir, P.Q.

388. Failure of the Canadian Pacific Railway to fence right of way between Wolseley and Sintalula, Sask., and consequent loss of cattle.

389. Failure of the Grand Trunk Railway to provide proper cattle guards at Sunbridge, Ont., and resultant loss of stock on right of way.

390. Discrimination in freight rates on live stock by the Canadian Pacific and Grand Trunk Railways to Montreal, Que.

391. Loss of cattle at Pinewood, Ont., through failure of Canadian Northern Railway to fence right of way.

392. Protection of crossing by Grand Trunk Railway on public road north leading into Alexandria, Ont.

393. Improper placing of cars of lumber on siding at Vancouver, B.C., shipped by Vancouver, Westminster and Yukon Railway.

394. Failure of the Canadian Pacific Railway to deliver a machine shipped from Montreal, Que., to Windsor, Ont.

395. Minimum weights charged by railways on sheep and lambs to Buffalo, N.Y.

396. Inadequate train service of Canadian Pacific Railway from Murillo to Port Arthur and Fort William, Ont.

397. Inadequate train service of the Grand Trunk Railway between Whitley and Toronto, Ont.

398. Inadequate passenger train service and rolling stock on Central Vermont Railway between Montreal and Granby, Que.

399. Excessive rates charged by railways on high explosives in province of British Columbia.

400. Improper drainage on Grand Trunk Railway right of way on the north side of Queen street east, Strathroy, Ont.

401. Condition of roadbed between Mile End, Montreal, Que., and St. Jerome, Que.

402. Excessive freight rates charged by Canadian Pacific Railway on paving blocks from Vancouver, B.C., to Edmonton, Alta.

403. Minimum carload freight rates charged by railways in Canada on lambs to Buffalo, N.Y.

404. Freight rates on export cheese and other traffic to Montreal, Que.

405. Failure of the Canadian Pacific Railway to provide night operators at Bobcaygeon, Ont.

406. Delays to shipment of freight in transit by the Canadian Northern and Canadian Pacific Railways at Mundare, Alta.

407. Drainage on Canadian Pacific Railway Company's right of way at Woodbridge, Ont.

408. Inadequate car supply of the Canadian Pacific Railway for shipment of lumber from Braeside, Ont.

409. Failure of the Canadian Pacific Railway to make payment for loss of car of oats wrecked near Crawford, Alta.

410. Delay in delivery of shipment of two rolls from Toronto, Ont., to Armstrong's Corner, N.B., by the Canadian Pacific Railway.

411. Excessive rates charged by express companies on shipments to and from Prince Albert, Sask.

412. Excessive freight rates charged on shipment of hay, from Malmaison, Que.

413. Inadequate car supply by the Grand Trunk Railway for shipment of hay from Centralia, Ont.

414. Inadequate car supply by the Canadian Pacific Railway for movement of traffic from district of Pense, Sask.

415. Loss of cattle from failure of the Canadian Pacific Railway to provide proper cattle-guards and fences at Mackey, Ont.

416. Condition of highway crossings and cattle-guards on Canadian Northern Railway in municipalities of Tache and Springfield, Man.

417. Inadequate car supply by the Grand Trunk Railway for movement of traffic from Hanover, Ont.

418. Inadequate car supply by the Canadian Pacific Railway and Great Northern Railway for shipments from St. Barthelemi, Que.

419. Excessive demurrage charges assessed by the Grand Trunk on two cars of iron to Hamilton, Ont.

420. Excessive passenger rates of the Canadian Pacific Railway on its steamers on Kootenay and Arrow Lakes.

421. Delay to traffic arriving via Grand Trunk Railway at Pointe St. Charles yard, Montreal, Que., through insufficient facilities for unloading freight.

422. Excessive freight rates charged by the Canadian Pacific Railway on flour from western points to Murillo, Ont.

423. Delay in handling passenger trains by the Canadian Pacific Railway between Cowley, Alta., and Nelson, B.C.

424. Overcharge by Boston and Maine Railway on car of oats from Jeannett's Creek to Lennoxville, Que.

425. Inadequate car supply of the Canadian Pacific Railway at Point Fortune and McAlpine, Que.

426. Failure of the Grand Trunk Railway to properly place cars on siding at Mile End, Que., for delivery to consignees.

427. Improper handling of passenger traffic on Great Northern Railway from Phœnix, B.C.

428. Location of Canadian Pacific Railway Company's station at Mission, B.C.

429. Lack of first-class accommodation on Wabash Railway trains Nos. 4 and 6 from Windsor to Chatham, Ont., and eastern points.

430. Refusal of the Canadian Pacific Railway to extend time limit on return ticket from Willows, Sask.

431. Inadequate freight train service of the Grand Trunk Railway from Ottawa to Parry Sound.

432. Position of switch of Grand Trunk Railway at Hunter street, Hamilton, Ont.

433. Minimum carload weights on lambs via Canadian railways to Buffalo, N.Y.

434. Delay in delivery of shipments on stereotype plates by the Canadian Pacific Railway from Montreal, Que., to Regina, Sask.

435. Minimum weights charged by Grand Trunk Railway on lambs shipped in double-decked cars.

436. Discrimination in connection with shipments of high explosives on London division, Michigan Central Railroad.

437. Charge made by agents of Dominion Express Company for making out freight bills on goods being returned by freight instead of by express.

438. Non-delivery of shipment of metal from Saskatoon to Montreal, Que., by the Canadian Northern Railway.

439. Inadequate car supply of the Canadian Pacific Railway for shipment of wheat from Belle Plaine, Sask.

440. Failure of railway to provide car supply for movement of freight traffic from Belleville, Ont.

441. Shortage in weight on coal shipments arriving at destination via Canadian railways in open cars.

442. Excessive freight rates charged by Grand Trunk Railway on scrap iron to St. George, Ont.

443. Excessive freight rates charged by railways on lake and rail traffic from Welland, Ont., to Lake Superior points, Port Arthur, Fort William, Duluth, Minn.

444. Loss of property on account of fire started by Canadian Pacific Railway locomotive, Wowota, Sask.

445. Inadequate car supply of the Canadian Pacific Railway on shipment of sand to Hamilton, Ont.

446. Shortage in weight of cars arriving via Canadian railways at destinations.

447. Blocking of crossing by Grand Trunk Railway trains at Branch street, Burlington Junction, Ont.

448. Excessive freight rates charged by the Alberta Railway and Irrigation Company on car of oats from Cardston to Lethbridge, Alta.

449. Inadequate car supply of the Grand Trunk Railway Company from St. Mary's, Ont.

450. Condition of cement culverts of the Grand Trunk Railway on lots 50 and 51, Point Clair, near Lakeside station, Que.

451. Export freight rates charged by Canadian railways from Picton, Ont., to the seaboard.

452. Conditions exacted by the Canadian Pacific Railway in form of release of responsibility on account of freight shipped in heated freight cars.

453. Train service of the Canadian Pacific Railway to and from Kamloops, B.C.

454. Insufficient cattle-guards provided by the Canadian Pacific Railway at crossing mile 61, and consequent loss of cattle between Norton and Parkland, Alta.

455. Excessive freight rates charged by the Atlantic and Lake Superior Railway at Ruisseau Leblanc, Que.

456. Inadequate car supply of the Canadian Northern Railway for movement of flour from Swan Lake, Ont., to points in the province of Quebec.

457. Excessive freight rates of the Grand Trunk Railway on shipment of hemlock from Sprucedale to Toronto, Ont.

458. Loss on shipment of dust collector held in freight shed, and where fire occurred, and refusal of railway to compensate.

459. Loss on shipment from Wawanesa to Owen Sound by Canadian Northern and Canadian Pacific Railways.

460. Shortage in coal shipment by the Canadian Pacific Railway at Regina, Sask., and refusal of Canadian Pacific Railway to entertain claim.

461. Condition of drainage along right of way of the Toronto, Hamilton and Buffalo Railway in township of Saltfleet.

462. Demurrage on two cars of oil by the Canadian Pacific Railway, Toronto, Ont.

463. Dangerous condition of crossing of the Toronto, Hamilton and Buffalo Railway at Lee Mountain road, township of Saltbeet, Ont.

464. Inadequate train service of the Canadian Pacific Railway to and from Kamloops, B.C.

465. Freight rates charged by railways on oranges from California points to Regina, Sask.

466. Inadequate car supply of the Canadian Pacific Railway for shipments of apples from Walkerton, Ont.

467. Loss on shipment of apples via Canadian railways frozen in transit to St. John, N.B.

468. Excessive freight rates charged by railways on shipments of aerated waters.

469. Loss on shipment of posts by Canadian Pacific Railway from Sleeman, Ont., to Lyleton, Man.

470. Blocking of Broadway street by trains of the Canadian Northern Railway at Portage la Prairie, Man.

471. Discrimination by the Canadian Pacific Railway in favor of Moncton and Halifax shippers against merchants of St. John, N.B., on freight traffic.

472. Failure of the Grand Trunk Railway to provide connection between its passenger trains at Scotia Junction, Ont.

473. Non-delivery of piano shipped via Canadian Northern Railway from Davidson, Sask., to Lowell, Man.

474. Delay by the Grand Trunk Railway in handling of freight traffic between Montreal and Sherbrooke, Que.

475. Failure of the Grand Trunk and Canadian Pacific Railways to provide proper train connections at Harriston, Ont.

476. Failure of the Grand Trunk and Canadian Pacific Railways to provide proper train connecteions at Peterborough, Ont.

477. Irregular passenger train service provided by the Central Vermont Railway between Chambly, Marieville, St. Cesaire, Granby and Waterloo, Que.

478. Lack of proper station accommodation provided by the Grand Trunk Railway at Coteau Landing, Que.

479. Inadequate car supply by the Canadian Pacific Railway on shipments from Toronto, Ont.

480. Inadequate passenger traffic accommodation by the Canadian Pacific Railway at Kemptville, Ont.

481. Shortage in shipment of household effects by Canadian Pacific Railway from Toronto to Calgary, Alta.

482. Whistling of locomotives of the Grand Trunk and Canadian Pacific Railways at night in town of Westmount, Que., and annoyance to residents.

483. Express charges of the Dominion Express Company on shipments from Worcester, Mass., to Calgary, Alta.

484. Inadequate train service of the Canadian Pacific Railway from Strassburg to Lanigan, Sask.

485. Removal by the Canadian Pacific Railway of planks at railway crossing in village of Mortlach, Sask.

486. Excessive freight rates charged by the Atlantic and Lake Superior Railway on sleigh from Nouville, Que.

487. Excessive charges of the American Express Company on box from Montreal to Waterford, Ont.

488. Condition of the Canadian Pacific Railway Company's station at Streetsville Junction, Ont.

489. Condition of the Grand Trunk Railway crossing at Gordon street, Guelph, Ont.

490. Loss to property at Riddell, Alta., through fire from Canadian Northern Railway's locomotives.

491. Excessive freight rates of the Canadian Pacific Railway on shipment of wheat from Carlyle, Sask., to Kenora, Ont.

492. Condition of the Canadian Northern Railway crossing at road allowance west of section 34, township 29, range 32, west 1st meridian, near Kamsack, Sask.

493. Excessive freight rates of the Grand Trunk Railway on carloads of second-hand lumberman's log sleighs, shipped from Garden River to Sundridge.

494. Excessive freight rates of the Pére Marquette Railway on shipments of grain in carloads from Wallaceburg to Niagara Falls, Ont., and from Niagara Falls to Toronto, Ont.

495. Minimum weights charged by railways on empty barrels, also on cooperage for manufacturing of barrels.

496. Free delivery limits of express companies in Toronto, Ont.

497. Non-delivery by the Canadian Northern Railway on carloads of wheat from Glenora station, Man., to Port Arthur, Ont.

498. Loss of cattle through failure of the Canadian Northern Railway to provide proper cattle-guards at Chipman, Alta.

499. Inadequate train service by the Quebec, Montreal and Southern Railway between St. Gregoire and Iberville, Que.

500. Closing by the Canadian Pacific Railway of station at Osage, Sask.

501. Removal of planking by the Canadian Pacific Railway at farm crossing, Oxbow, Sask.

502. Claim for loss on shipment by Canadian Pacific Railway, St. Claude, Man.

503. Loss of cattle at Thamesville, Ont., owing to poor condition of fences along the right of way of the Grand Trunk Railway.

504. Inadequate train service of Canadian Pacific Railway on its Pheasant Hills branch.

505. Weighing and inspection of carload of wheat from Denholm, Sask., to Winnipeg, Man., by Canadian Northern Railway.

506. Closing of Canadian Pacific Railway station at McTaggart, Sask.

507. Excessive charges by Dominion Express Company on express traffic from Montreal.

508. Refusal of Grand Trunk Railway to make settlement for shortage in shipment while in transit.

509. Failure of Canadian Pacific Railway to provide farm crossing of proper width at Cowley, Alta.

510. Discrimination by Canadian Pacific Railway in freight rates to Nutana, Sask., from points on its Crow's Nest branch.

511. Delay in delivery of shipment by Canadian Northern Railway to and from Neepawa, Man.

512. Unsatisfactory exchange of mails at Steelton, Ont.

513. Refusal of Grand Trunk Railway to supply Canadian Pacific Railway cars for shipments to western Canada.

514. Loss of cattle at Chipman, Alta., through lack of cattle-guards on Canadian Northern Railway.

515. Inadequate mail and passenger service on Pheasant Hills branch of Canadian Pacific Railway.

516. Increase in switching tariff of Algoma Central and Hudson Bay Railway Company at Sault Ste. Marie, Ont.

517. Damage in transit to shipment of seven barrels of apples from Delhi, Ont., to Rainy River, Ont., via Canadian Northern Railway.

518. Inadequate train service on Canadian Pacific Railway from Tilsonburg, Ont., to Burwell, Ont.

519. Increase in freight rate on oil by Canadian railways from Petrolea, Sarnia, Toronto and Hamilton, Ont., to points in Canada.

520. Proposed increase in freight rates on pulpwood by railways in Canada.

521. Excessive freight rates of Canadian Pacific Railway between Okanagan Valley and Pacific coast points.

522. Excessive freight rates charged on a democrat spring wagon from Clarksburg, Ont., to Battleford, Sask.

523. Excessive freight rates on car of feed wheat by Canadian Pacific Railway from Aylesburg, Sask., to Avonmore, Ont.

524. Delay by railways in settlement for goods lost or damaged in transit.

525. Proposed abrogation of joint milling in transit arrangements by Grand Trunk Railway.

526. Shunting charges of Canadian Pacific Railway between elevator and team tracks at Winnipeg, Man.

527. Excessive freight rates charged by Atlantic and Lake Superior Railway from Carleton, Ont., to Caplin, P.Q.

528. Freight rates charged by Canadian Pacific Railway on sugar shipments from Vancouver, B.C., to Manitoba, Saskatchewan and Alberta points.

529. Condition of bridge of the Walkerton and Lucknow Railway over the Saugeen river opposite lot 71, north of Wellington street, town of Walkerton, Ont.

530. Excessive freight rates charged by railways on ties from Rivière du Loup to Bennington, Vt.

531. Excessive freight rates of Canadian Pacific Railway from western points to Murillo, Ont.

532. Excessive freight rates on hay shipments from points on the Montreal-Ottawa section of the Canadian Pacific Railway.

533. Freight classification on shipment of wooden mantels, &c., via Canadian railways.

534. Application of mileage rates via railways from Ottawa, Ont., to points not covered by regular tariffs.

535. Duties imposed by Canadian railways on operators.

536. Minimum carload weight exacted by Canadian Northern Railway on car of oats ex Morinville, Alta.

537. Inadequate accommodation provided by express companies on shipments from Essex, Ont.

538. Freight classification by Canadian railways on fruit syrups in carload lots.

539. Delay in delivery of carload of grain via Grand Trunk Railway from Chicago, Ill., to Iroquois, Ont.

540. Inadequate station accommodation provided by Grand Trunk Railway, Reaboro, Ont., also passenger rates charged by that company between Lindsay and Reaboro.

541. Damage in transit to furniture shipments via Canadian railways.

542. Inadequate service provided by Dominion Express Company on shipments to and from Sabrevois, P.Q.

543. Non-delivery of grain from Indian Head to Prince Albert, Sask., by Canadian Northern Railway.

544. Loss of cattle on right of way of Canadian Northern Railway at Dundurn, Sask.

545. Non-delivery of shipment of freight from Pinewood, Ont., to Vermillion, Alta.; also overcharge on shipment of settlers' effects from Pinewood, Ont., to Hardisty, Ont.

546. Failure of Michigan Central Railroad and Hamilton, Grimsby and Beamsville Railway to provide through rates to and from points on their respective lines.

547. Increase in freight rates charged by Grand Trunk Railway on general merchandise between Ottawa and Vars, Ont.

548. Increased rates on Canadian railways for stop-over privileges on milling shipments.

549. Interswitching charge of Grand Trunk and Canadian Pacific Railways on shipments of wheat at London, Ont.

550. Delay in handling of two cars of frosted wheat shipped by Canadian Pacific Railway from Girvin, Sask.

551. Excessive charge by Canadian Northern Railway on consignment of four boxes of household goods from Port Arthur, Ont., to Lucknow, Ont.

552. Failure of Canadian Pacific Railway to deliver shipment of farm implements shipped from La Crosse, Wis., to Wabigoon, Ont.

553. Overcharge on shipment of corn from Montreal, P.Q., account non-diversion of car in transit.

554. Freight rates charged by Grand Trunk Railway on shipment of sheep.

555. Excessive freight rates charged by railways in province of Saskatchewan.

556. Inadequate train service on the Eldorado branch of the Grand Trunk Railway.

557. Refusal of the Canadian Pacific Railway to apply Sault Ste. Marie commodity rate on shipments to Espanola, Ont.

558. Inadequate accommodation for receiving and forwarding freight by railways at St. George de Henryville, P.Q.

559. Failure of Canadian Pacific Railway to supply 40,000 lbs. capacity cars for movement of wheat shipped from Belle Plaine station, Sask.

560. Excessive demurrage charges of Grand Trunk Railway on shipment to St. Marys, Ont.

561. Closing of public highway by Canadian Pacific Railway between sections 8 and 9, range 4, west of the 2nd meridian, near Arcola, Sask.

562. Discrimination in freight rates by Canadian Northern Railway on traffic between Black Rock and Fort Erie, Ont.

563. Unsatisfactory train connection afforded by the Grand Trunk Railway in the Niagara district.

564. Unsuitable cattleguards provided by the Canadian Pacific Railway at Nanton, Alta.

565. Excessive rates charged by express companies on produce from Delhi to North Bay, Ont.

566. Failure of Quebec, Montreal and Southern Railway to provide proper train connection at Longueuil, P.Q., for traffic to and from Sorel, St. Ours and Pierreville, P.Q.

567. Blockade of Canadian Northern Quebec Railway Company's line affecting traffic to and from Ponsonby, Amherst and Arundel, P.Q.

568. Discriminatory freight rates charged by Canadian Pacific Railway to and from Red Deer, Alta., as against intermediate points between Calgary and Edmonton, Alta., also refusal of railway to provide cars for movement of cattle to United States points.

569. Discrimination in freight rates by Canadian Pacific Railway Company on traffic to and from Estevan, Sask.

570. Failure of Ontario, Belmont and Northern Railway to operate its line of railway.

571. Inadequate train service furnished by Grand Trunk Railway Company between Toronto and Malton, Ont.

572. Protest of York Lumber Company against the construction of bridge over the St. John river by the Atlantic, Quebec and Western Railway at Tickle, Gaspé, Que., in such manner as to interfere with the use of this stream for the passage of logs.

573. Practice of the Michigan Central Railroad of running their engines backward between Amherstburg and Essex, Ont.

574. Excessive rates of Canadian Express Company on shipments from Prescott to Toronto, Ont.

575. Failure of the Canadian Northern Quebec Railway to equip its Montfort branch with snow plows to furnish train service for the movement of passengers

and freight traffic, also to provide station agents in the township of Montcalm, and to keep its roadbed in proper condition.

576. Overcharge by the Canadian Pacific Railway on a car of lumber from Waldo to Lethbridge, Alta.

577. Taking possession of lands, by Grand Trunk Railway Company, belonging to J. C. Haddock, Wabaman, Alta., without full settlement.

578. Cancellation by Grand Trunk Railway Company of joint freight tariff with Ottawa and New York Railway Company.

579. Practice of Michigan Central Railroad of charging shippers for large car when standard car is ordered for shipments from Ingersoll, Ont.

580. Minimum carload weight of Canada Northern Railway *re* frosted wheat.

581. Loss of cattle on Canadian Pacific Railway near Togo, Sask., owing to poor condition of fence along right of way and no cattle-guards.

582. Delays in shipments of cattle and hogs by Grand Trunk Railway Company from Hanover, Ont.

583. Delay in delivery of car of frosted wheat from Regina, Sask.

584. Loss on consignment of cheese, damaged by frost, shipped by Grand Trunk Railway Company from Belleville, Ont., to Portland, Me.

585. Condition of drainage along Canadian Pacific Railway right of way, south side, in the village of Mountain.

586. Excessive freight charges on shipments of horses by Canadian Northern Railway at Dauphin, Man.

587. Excessive freight rates charged by the Grand Trunk Railway on shipments of coal to Haileybury, Ont.

588. Increase in freight rates on Canadian Pacific Railway on stone from Stony Mountain quarry, Man.

589. Blocking of highway at Thornhill by trains of the Grand Trunk Railway.

590. Delay in delivery of shipments of freight by the Canadian Pacific Railway between Guelph, Ont., and Montreal, Que.

591. Insufficient passenger train service between Saskatoon and Asquith, and also lack of station facilities at latter point.

592. Delay in delivery of shipment of cheese from Toronto to New Liskeard, Ont., via Grand Trunk and Temiskaming and Northern Ontario Railways.

593. Inadequate train service of Grand Trunk Railway between St. Hilaire and Montreal, Que.

594. Delays in shipments of freight at Montreal, Que., terminals by the Canadian Pacific Railway.

595. Increase in minimum carload weights charged by railways in Canada on canned goods for export.

596. Increase made by the Canadian Pacific Railway Company's telegraph in rates for associated press service supplying to daily papers in Kootenay district.

597. Excessive charges made by the Canadian Express Company on colt from Guelph, Ont., to Harper, Iowa.

598. Discrimination by Canadian Pacific Railway in through rates from eastern points to Brandon, Man.

599. Overhead bridge of Grand Trunk Railway at Belleville, Ont., and condition of railway crossing within the city.

600. Inadequate car supply of Canadian Northern Railway on shipment of lumber to Ninette, Man.

601. Delay in delivery of shipments of freight via Quebec, Montreal and Southern and Grand Trunk Railways from Sorel to Windsor Mills, Que.

602. *Re* refrigerator car shipments for Guelph, Ont.

603. Delay in forwarding and delivering baggage checked from Winnipeg, Man., to Swift Current, Sask.

604. Inadequate facilities supplied for movement of live stock by Grand Trunk from Bronte to Toronto and from Listowel to Bronte, Ont.

605. Insufficient cattle-guards constructed by Atlantic, Quebec and Western Railway on its line from Paspebiac to Port Daniel, Que.

606. Loss on Canadian Northern Railway at Makaroff, Man., of cattle through failure of company to fence right of way and provide cattle-guards.

607. Delay in delivery of three cases of settlers' effects via Canadian Pacific Railway, Cowichan, B.C.

APPENDIX F.

OTTAWA, May 7, 1908.

A. D. CARTWRIGHT, Esq.,
Secretary Railway Commission,
Ottawa, Ont.

SIR,—I beg to submit herewith a list of the examinations and inspections made by the engineering department of the Board covering period from April 1, 1907, to March 31, 1908.

I have the honour to be, sir,
Your obedient servant.

(Sgd.) GEO. A. MOUNTAIN,
Chief Engineer.

LIST OF INSPECTIONS MADE BY THE ENGINEERING DEPARTMENT OF THE RAILWAY COMMISSION, APRIL 1, 1907, TO MARCH 31, 1908, INCLUSIVE.

April 4, 1907.—Inspection of station grounds and road leading to station at St. George, Ont., on the Grand Trunk Railway.

April 8, 1907.—Inspection of highway crossings on the line of the Niagara, St. Catharines and Toronto Railway from Thorold to a junction with the Toronto and Hamilton Railway, in the township of Thorold, Ont., a distance of 5·3 miles.

April 8, 1907.—Niagara, St. Catharines and Toronto Railway for opening for traffic for a distance of 5·3 miles from Thorold, Ont.

April 9, 1907.—Inspection of Quebec, Montreal and Southern Railway bridge over South river near Henryville, Que.

April 9, 1907.—Inspection of bridge on the Grand Trunk Railway, in the town of Weston, Ont.

April 9, 1907.—Inspection of automatic bell at Westhill near point where the Toronto and York Radial Railway crosses the main line of the Grand Trunk Railway.

April 10, 1907.—Inspection of proposed crossing of Essex Terminal Railway and Windsor, Essex and Lake Shore Rapid Railway, on gravel road near Windsor, Ont.

April 12, 1907.—Inspection *re* car shortage and equipment on the Canadian Northern Railway.

April 13, 1907.—Inspection of crossing of Montreal street railway by the Canadian Northern Quebec Railway at Viauville, P.Q.

April 13, 1907.—Inspection of Armstrong & Cook property at Lachine in connection with drainage.

April 13, 1907.—Inspection of crossing of Montreal street railway by the Point St. Charles branch aof the Grand Trunk Railway at Notre Dame street, Montreal, P.Q.

April 13, 1907.—Inspection of scene of accident which occurred on April 10, 1908, about 22 miles west of Chapleau, Ont., on line of the Canadian Pacific Railway.

April 15, 1907.—Inspection of Grand Trunk Railway crossing by the Peterboro' Radial Railway at Charlotte street, Peterboro', Ont.

April 16, 1907.—Inspection of interlocking plant at crossing of the Brandon, Saskatchewan and Hudson Bay Railway, and the Canadian Northern Railway near Wakopa.

April 18, 1907.—Inspection of Grand Trunk and Canadian Pacific spur lines on Mowat avenue, in the city of Toronto, Ont.

April 19, 1907.—Inspection of Windsor and Tecumseh Railway overhead crossing of the Grand Trunk Railway at Sandwich street, in the town of Walkerville, Ont.

April 20, 1907.—Inspection of Canadian Pacific Railway as to protection of bridges over the Assiniboine river at Headingly and St. James.

April 25, 1907.—Inspection of road crossing near mile 98 on the McLeod branch of the Canadian Pacific Railway.

April 29, 1907.—Inspection of highway and street crossings at Claresholme, Alta., on the McLeod branch of the Canadian Pacific Railway.

May 2, 1907.—Inspection of main line of Canadian Pacific Railway between Wolseley and Sintaluta, Sask., as to fencing.

May 9, 1907.—Inspection of roadbed on the Canadian Northern Railway between Morris and Sommerset (Miami branch).

May 10, 1907.—Inspection of Canadian Northern Railway at Sommerset station as to notices required to be set up under subsection 3, section 274 of the Railway Act.

May 11, 1907.—Inspection of electric alarm bell at Scarboro' crossing or what is known as the Kingston road crossing.

May 11, 1907.—Railway crossing at Yonge sereet, in the city of Toronto, Ont.

May 11, 1907.—Inspection of Grand Trunk Railway crossing over Dufferin street in the city of Toronto, Ont.

May 11, 1907.—Inspection of proposed location of second track of the Grand Trunk Railway from North Parkdale to Toronto Junction.

May 14, 1907.—Inspection road crossing on the Pembina branch of the Canadian Pacific Railway.

May 15, 1907.—Inspection of interlocking plant at crossing of Napierville Junction Railway with Grand Trunk Railway at Lacolle.

May 16, 1907.—Inspection of street crossings in the town of Farnham, Que., on the line of the Canadian Pacific Railway and the Central Vermont Railway.

May 16, 1907.—Inspection of Grand Trunk Railway (Canada Atlantic Railway) from St. Louis to Aubrey, P.Q.

May 16, 1907.—Inspection of interlocking plant at Carroll, at crossing of the Brandon, Saskatchewan and Hudson Bay Railway and Canadian Pacific Railway.

May 16, 1907.—Inspection of interlocking plant at Minto crossing of the Canadian Northern Railway and the Brandon, Saskatchewan and Hudson Bay Railway.

May 16, 1907.—Inspection of interlocking plant at Boissevainn crossing of the Canadian Pacific Railway and the Brandon, Saskatchewan and Hudson Bay Railway.

May 20, 1907.—Inspetcion of farm crossing of J. B. Kennedy, M.P., at mile 2·6 on the Ottawa-Prescott line of the Canadian Pacific Railway.

May 21, 1907.—Inspection of branch line of the Niagara, St. Catharines and Toronto Railway from Thorold to Fonthill, a distance of 6·8 miles.

May 21, 1907.—Inspection of interlocking plant at Carberry, Man., crossing of the Canadian Pacific Railway and Canadian Northern Railway.

May 22, 1907.—Inspection of level crossing of Grand Trunk Railway at Bowen road, in the township of Bertie, Ont.

May 22, 1907.—Inspection of level crossing of Wilson street by main line of the Grand Trunk Railway, in the city of Woodstock, Ont.

May 22, 1907.—Inspection of crossing of highways on 12th and 13th lines by Canadian Pacific Railway, in township of Blandford, Ont.

May 22, 1907.—Inspection of Brantford and Hamilton Railway, from east town line to Market street in the city of Brantford, Ont.

May 22, 1907.—Inspection of interlocking plant at Findlay, Man., crossing the Canadian Northern Railway (Hartney branch), and the Canadian Pacific Railway (Arcola branch).

May 23, 1907.—Interlocking plant in the parish of St. James, Man., crossing the Canadian Pacific Railway (Souris branch) and the Canadian Northern Railway.

May 25, 1907.—Inspection of interlocking plant in the parish of St. James, Man., crossing the Canadian Northern Railway (Oak Point section) and the Canadian Pacific Railway main line.

May 30, 1907.—Inspection of the crossing of the Canadian Northern Railway at Cascades and Church streets, Parry Sound, Ont.

May 30, 1907.—Inspection of connection between Canadian Northern Railway and Grand Trunk Railway at Falding, Ont.

May 30, 1907.—Inspection of Canadian Pacific Railway (Winnipeg branch), municipality of St. Paul's, as to construction of two culverts and ditches across the right of way.

June 5, 1907.—Inspection of double track of the Canadian Pacific Railway (Kenora section), from Whitemouth (mile 71·6) to Molson (mile 87·6) for opening for traffic.

June 5, 1907.—Inspection of double track of the Canadian Pacific Railway (Ignace section) for opening for traffic from Eagle, mile 80·1 to mile 84·0.

May 5, 1907.—Inspection of double track, Canadian Pacific Railway (Kenora section) for opening for traffic from mile 45·0 to mile 39·4.

June 5, 1907.—Inspection of double track, Canadian Pacific Railway (Ignace section) from mile 84 to Vermillion, mile 90·1, for opening for traffic.

June 5, 1907.—Inspection of street crossings in town of Strathroy, Ont., by the Grand Trunk Railway.

June 6, 1907.—Inspection of drainage on farm, J. R. Souley, on the line of the Grand Trunk Railway, about one mile east of station at Blackwater Junction.

June 6, 1907.—Inspection of culvert under track of the Grand Trunk Railway, in township of Bertie, Ont.

June 7, 1908.—Inspection of farm crossing of George Church on the Gatineau branch of the Canadian Pacific Railway.

June 11, 1907.—Inspection of railway crossings over streets in the town of Ingersoll, Ont.

June 12, 1907.—Inspection of double track of Canada Southern Railway, from Waterford to Hagersville, a distance of 12·75 miles, and from Bridgeburg to Niagara Falls, a distance of 2·10 miles, for opening for traffic.

June 12, 1907.—Inspection of trestle at mile 114·1, on the Canadian Pacific Railway, just east of the Rideau river, at Merrickville, Ont.

June 18, 1907.—Inspection of location of the Vancouver, Victoria and Eastern Railway, in the municipality of Delta, B.C., as to the changing of the Larder highway.

June 18, 1907.—Inspection of condition of track of Canada Southern Railway from Niagara-on-the-Lake to Niagara Falls, a distance of 15 miles.

June 19, 1907.—Inspection of revised location of the Canadian Northern Ontario Railway, through the town of Hawkesbury, Ont.

June 19, 1907.—Inspection of Sudbury-Kleinburg branch of the Canadian Pacific Railway from Craighurst to Bala.

June 21, 1907.—Inspection of Central Vermont Railway from St. Lambert to Waterloo, Que.

June 25, 1907.—Inspection of Orford Mountain Railway.

June 26, 1907.—Inspection of Canadian Pacific Railway trestle at Pembroke, Ont.

June 29, 1907.—Inspection of proposed level crossing at Garafraxa street in the town of Durham, Ont., by the Walkerton and Lucknow Railway (C.P.R.).

July 3, 1907.—Inspection of Central Vermont Railway bridge over the Richelieu river bridge at St. Johns, P.Q.

July 3, 1907.—Inspection of Quebec, Montreal and Southern Railway.

July 8, 1907.—Inspection of power transmission line work of Windsor, Essex and Lake Shore Rapid Railway, at Essex, Ont.

July 9, 1907.—Inspection of Toronto Electric Light Company's line crossing of the Canadian Pacific Railway on Queen street east, Toronto, Ont.

July 9, 1907.—Inspection of Toronto Electric Light Company's line crossings of Canadian Northern Railway on Queen street east, Toronto, Ont.

July 9, 1907.—Inspection of Toronto Electric Light Company's line crossings of the Grand Trunk Railway, on Queen street east, Toronto, Ont.

July 9, 1907.—Inspection of Toronto Electric Light Company's line crossings of the Canadian Pacific Railway, in the northwest part of Toronto, near Toronto and Niagara Power Company's substation.

July 9, 1907.—Inspection of Toronto Electric Light Company's line crossings of the Canadian Pacific Railway, near exhibition grounds, Toronto, Ont.

July 9, 1907.—Inspection of Toronto Electric Light Company's line crossings of railways at Queen street west viaduct, Toronto, Ont.

July 9, 1907.—Inspection of Napierville Junction railway crossing of the Canadian Pacific Railway, near St. Constant, P.Q.

July 10, 1907.—Inspection of proposed diversion of the St. Foye road, and crossing of the St. Louis road by the Canadian Northern Quebec Railway at Quebec.

July 15, 1907.—Inspection of New Brunswick Southern Railway, from St. John to St. Stephen, a distance of 82 miles.

July 23, 1907.—Inspection of farm crossing of B. Nantel on the line of the Canadian Northern Quebec Railway, near mileage 3, between St. Jerome and St. Sauveur, P.Q.

July 23, 1907.—Inspection of farm crossing of I. Boisclaire on the St. Jerome-Montfort branch of the Canadian Northern Quebec Railway, near mileage 8.

July 23, 1907.—Inspection of farm crossing of J. Chartrand on the St. Jerome-Montfort branch of the Canadian Northern Quebec Railway, near mileage 7.

July 23, 1907.—Inspection of farm crossing of J. B. Leblanc on the St. Jerome-Montfort branch of the Canadian Northern Quebec Railway, near mile 4.3.

July 23, 1907.—Inspection of farm crossing of Madame Pluoffe on the St. Jerome-Montfort branch of the Canadian Northern Quebec Railway, mile 15.

July 26, 1907.—Inspection of bridge across Kebsquashing River on the line of the Canadian Pacific Railway, one and a half miles east of Chapleau, Ont.

July 27, 1907.—Inspection of south bank branch of the Lachine Canal of the Ontario and Quebec Railway, from Highlands to station 314, near the premises of the Canada Sugar Refinery Company.

July 31, 1907.—Inspection of culverts on the line of the Grand Trunk Railway, east of Coteau station.

July 31, 1907.—Inspection of proposed spur to Pilon's brickyard at Casselman, Ont.

August 5, 1907.—Inspection of Innerkip Telephone Association's line crossing the Canadian Pacific Railway at Innerkip, Ont.

August 7, 1907.—Inspection of proposed extension of highway dividing the 2nd concession from the 3rd range of the township of Grantham near Drummondville, Que.

August 10, 1907.—Inspection of People's Telephone Company's line crossing the Canadian Pacific Railway at Lennoxville, Que.

August 14, 1907.—Inspection of track on the Canadian Pacific Railway (Teulon branch) from mile 37·7 to Komora, mile 46·5, for opening for traffic.

August 20, 1907.—Inspection of track on the Vancouver, Victoria and Eastern Railway from Chopoka, at the international boundary, to Keremosa, B.C., a distance of 17 miles, for opening for traffic.

August 22, 1907.—Inspection of farm crossing of J. Barr, of Blyth, Ont., on the line of the Guelph and Goderich Railway.

August 22, 1907.—Inspection of highway crossings on the line of the Guelph and Goderich Railway, mile 20 to 30, in the township of Wellesley, Ont.

August 22, 1907.—Inspection of highway crossings on the line of the Guelph and Goderich Railway in the township of Elma, Ont.

August 22, 1907.—Inspection of highway crossings on the line of the Guelph and Goderich Railway in the township of Mornington, Ont.

August 26, 1907.—Inspection of Canadian Pacific Railway, diversion near Antelope, Alta., from mile 26 to mile 23·8, for opening for traffic.

August 27, 1907.—Inspection of Canadian Pacific Railway (Crow's Nest branch), near Cowley, Alta., as to cattle-guards.

August 27, 1907.—Inspection of Canadian Northern Railway (Prince Albert-Regina branch), for a distance of 249·3 miles, as to roadbed.

August 27, 1907.—Inspection of crossing of the Guelph Radial Railway by the Guelph and Goderich Railway at Guelph, Ont.

August 28, 1907.—Inspection of Canadian Northern Railway (Prince Albert-Regina branch), at Dundurn, Sask., as to fences.

August 28, 1907.—Inspection of Canadian Northern Railway (from Prince Albert to Gilbert Plains, a distance of 360 miles, as to roadbed.

August 28, 1907.—Inspection of Canadian Northern Railway at Valparaiso, Sask., as to a siding replaced.

September 3, 1908.—Inspection of location of Grand Trunk Railway, across farm of S. B. Carew, about three miles east of Omemee Junction.

September 4, 1907.—Inspection of proposed diversion of the highway from mile 8.14 to mile 8.38 on the line of the Georgian Bay and Seaboard Railway in the township of Tay, Ont.

September 4, 1907.—Inspection of highway crossings on the line of the Georgian Bay and Seaboard Railway in the township of Tay, Ont.

September 5, 1907.—Inspection of street crossings in the town of Belleville, Ont.

September 7, 1907.—Inspection of Canadian Pacific Railway, south of Battleford, as to a farm undercrossing on the southeast quarter of section 40—20—22 west of the third, Saskatchewan.

August 9, 1907.—Inspection of Windsor, Essex and Lake Shore Rapid Railway from Windsor to Kingsville for opening for traffic.

August 12, 1907.—Inspection of Canadian Pacific Railway (Pheasants Hill branch) from Strasburg, mile 0, to Nakomis, mile 31·2.

August 13, 1907.—Inspection of highway crossings on the line of the Canadian Northern Ontario Railway, in township of York, Ont.

August 13, 1907.—Inspection of highway crossings on the line of the Canadian Northern Ontario Railway in the township of Markham, Ont.

August 13, 1907.—Inspection of highway crossings on the line of the Canadian Northern Railway in township of Whitchurch, Ont.

August 13, 1907.—Inspection of highway crossings on the line of the Canadian Northern Ontario Railway in township of East Gwillimbury, Ont.

August 13, 1907.—Inspection of highway crossings on the line of the Canadian Northern Ontario Railway in township of Thorah, Ont.

September 13, 1907.—Inspection of highway crossings on the line of the Canadian Northern Ontario Railway, in township of Mara, Ont.

September 13, 1907.—Inspection of highway crossings on the line of the Canadian Northern Ontario Railway, in township of Georgina, Ont.

September 13, 1907.—Inspection of highway crossings on the line of the Canadian Northern Ontario Railway, in township of Scott, Ont.

September 13, 1907.—Inspection of Canadian Northern Ontario Railway, from Parry Sound to Still river, a distance of 44 miles, for opening for traffic.

September 27, 1907.—Inspection of Grand Trunk Pacific Railway between Portage la Prairie, mile 54·1, to Rae, mile 176:0, for opening for traffic.

September 28, 1907.—Inspection of Canadian Pacific Railway, second track from Kakabeka to Kaministiquia, for opening for traffic.

October 1, 1907.—Inspection of Canadian Pacific Railway double track (Kenora section), Molson cut-off, from Whittier Junction, mile 124·1, to Molson, mile 87·1, for opening for traffic.

October 1, 1907.—Inspection of Canadian Pacific Railway, double track (Kenora section) from Dagero, mile 39:5, to Rennie, mile 51·7.

October 1, 1907.—Inspection of Canadian Pacific Railway double track (Kenora section) from Manitoba boundary (mile 31·2) to mile 33, for opening of traffic.

October 2, 1907.—Inspection of Canadian Pacific Railway, double track (Ignace section) from mile 71 to Eagle, mile 80·1, for the opening for traffic.

October 7, 1907.—Inspection of Grand Trunk Railway, spur line in the town of St. Lambert, P.Q.

October 9, 1907.—Inspection of Canadian Northern Railway at Dundurn, Sask., as to road crossing.

October 10, 1907.—Inspection of location Atlantic, Quebec and Western Railway.

October 10, 1907.—Inspection of location Atlantic and Lake Superior Railway.

October 10, 1907.—Inspection of location of St. Omer station on the Atlantic, Quebec and Western Railway.

October 11, 1907.—Inspection of Canadian Pacific Railway, diversion at Cummings from mile 108·8 to mile 110 for opening for traffic.

October 16, 1907.—Inspection of crossing of the Grand Trunk Railway by the Canadian Pacific Railway, a short distance from the asylum at London, Ont.

October 16, 1907.—Inspection of interlocking appliances at crossing of the Grand Trunk Railway, by the Canadian Pacific Railway, a short distance east of St. Thomas, Ont.

October 18, 1907.—Inspection of proposed extension of George street across the track of the Grand Trunk Railway at Peterborough, Ont.

October 23, 1907.—Inspection of condition of track on the Canadian Pacific Railway from Mile End to St. Jerome, a distance of 29 miles.

October 23, 1907.—Inspection of Canadian Pacific Railway at St. Boniface as to location of new station.

October 26, 1907.—Inspection of Canadian Pacific Railway double track (Fort William section) between Kaministiquia, mile 23, to Sunshine, mile 28·8, for opening for traffic.

October 27, 1907.—Inspection of Canadian Pacific Railway double track (Kenora section) from Rennie, mile 51:7, to Whitemouth, mile 71·6, for opening for traffic.

October 27, 1907.—Inspection of Canadian Pacific Railway double track (Fort William section) from mile 0 to mile 3, for opening for traffic.

October 27, 1907.—Inspection of Canadian Pacific Railway double track (Ignace section) from Eagle, mile 80·1 to mile 84·0.

October 29, 1907.—Inspection of Canadian Northern Ontario Railway in the town of Hawkesbury, Ont.

October 30, 1907.—Inspection of interlocking appliances at crossing of the Grand Trunk Railway by the Canadian Pacific Railway, near Hurdman's Bridge, Ont.

November 2, 1907.—Inspection of location of the Chatham, Wallaceburg and Lake Erie Railway on Queen street, Chatham, Ont.

November 5, 1907.—Inspection of derails at crossing of the Montreal street railway by the Chateauguay and Northern Railway on Ontario street, in the city of Montreal, P.Q.

November 6, 1907.—Inspection of Canadian Pacific Railway (Kincorth division) from mile 101·4 to mile 103·1, for the opening for traffic.

November 6, 1907.—Inspection of Fuller's Crossing on the line of the Canadian Pacific Railway, about one mile south of Cowansville, Que.

November 6, 1907.—Inspection of bridge No. 96:2 on the line of the Canadian Pacific Railway (Sherbrooke section) at Eastman, P.Q.

November 7, 1907.—Inspection of Canadian Northern Quebec Railway, from a point on the Great Northern Railway, near St. Jerome to a junction with the constructed line of the Montfort division of the Canadian Northern Quebec Railway, near St. Sauveur, a distance of 15·2 miles.

November 7, 1907.—Inspection of farm crossing of Joseph Foisy, lots 76 and 77 on the St. Jerome-Montfort branch of the Canadian Northern Quebec Railway.

November 7, 1907.—Inspection of farm crossing of Felix Beausejour, lot 75, on the St. Jerome-Montfort branch of the Canadian Northern Quebec Railway.

November 7, 1907.—Inspection of cattle pass on farm of N. Latour, lot 72, St. Jerome-Montfort branch of the Canadian Northern Quebec Railway.

November 7, 1907.—Inspection of farm crossing of Joseph Chartrand near mileage 7, St. Jerome-Montfort branch of the Canadian Northern Quebec Railway.

November 7, 1907.—Inspection of farm crossing, M. Francoeur, lots 432 and 433, mile 6·5 on the St. Jerome-Montfort branch of the Canadian Northern Quebec Railway.

November 7, 1907.—Inspection of farm crossing, A. Paquette, lots 70 and 71, near mile 14, on the St. Jerome-Montfort branch of the Canadian Northern Quebec Railway.

November 11, 1907.—Inspection of crossings and proposed crossing of C. E. Naylor's electric light wires over Windsor, Essex and Lake Shore Rapid Railway at Essex, Ont.

November 13, 1907.—Inspection of Canadian Pacific Railway (Pheasants Hill branch) from Nakomia, mile 125·5 to Lanigan, mile 148·7, for opening for traffic.

November 16, 1907.—Inspection of Canadian Pacific Railway double track (Ignace section) from Ingolf, mile 31.2, to Dagero, mile 39.5, for opening for traffic.

November 16, 1907.—Inspection of Canadian Pacific Railway double track (Ignace section) from mile 133.4 to mile 140.9, for opening for traffic.

November 16, 1907.—Inspection of Canadian Pacific Railway double track (Ignace section) from mile 63.5 to mile 71.0, for opening for traffic.

November 18, 1907.—Inspection of Canadian Pacific Railway, Lyleton branch, as to track condition.

November 18, 1907.—Inspection of crossing of the Canadian Pacific Railway by the Canadian Northern Railway at Romford, Ont.

November 18, 1907.—Inspection of interlocking appliances at crossings of Lake Erie and Detroit River Railway by the Windsor, Essex and Lake Shore Rapid Railway at Pelton, Ont.

November 19, 1907.—Inspection of Canadian Pacific Railway crossing tracks of the Grand Trunk Railway about one mile west of Woodstock station, Ont.

November 19, 1907.—Inspection of Canadian Pacific Railway, near Kisby, Sask., as to location of cattle-guards.

November 20, 1907. —Inspection of King street crossing, Waterloo, by the Elmira branch of the Grand Trunk Railway.

November 20, 1907.—Inspection of crossing of spurs of the Grand Trunk Railway by spurs of the Preston and Berlin Railway on Wilmot and Joseph streets in the town of Berlin, Ont.

November 20, 1907.—Inspection of Grand Trunk Railway, crossing of Waterloo road about three miles south of Guelph Junction, Ont.

November 21, 1907.—Inspection of interlocking appliances at crossing of main line of the Canadian Pacific Railway by the Canadian Northern Railway at Romford, Ont.

November 21, 1907.—Inspection of extension of highway across the Canadian Pacific Railway at the village of Markstay, Ont.

November 21, 1907.—Inspection of Cataract Electric Company's wires crossing Canadian Pacific at Orangeville, Ont.

November 21, 1907.—Inspection of Cataract Electric Company's wires crossing Canadian Pacific at Alton, Ont.

November 21, 1907.—Inspection of Cataract Electric Company's wires crossing Canadian Pacific Railway at Cataract, Ont.

November 22, 1907.—Inspection of crossing of Canadian Pacific Railway, second track over Winchester street, in the city of Toronto, Ont.

November 25, 1907.—Inspection of Canadian Northern Railway (Brandon-Regina branch) from mile 0 to mile 206, for opening for traffic.

November 26, 1907.—Inspection of Quebec, Montreal and Southern Railway system.

November 27, 1907.—Inspection of Atlantic, Quebec and Western Railway system.

December 2, 1907.—Inspection of interlocking plant at crossing of the Grand Trunk Pacific Railway and the Canadian Pacific Railway (Miniota branch) near Forrest, Man.

December 2, 1907.—Inspection of interlocking plant at crossing of the Grand Trunk Pacific and the Canadian Pacific Railway, Varcoe branch.

December 2, 1907.—Inspection of interlocking plant at crossing of the Grand Trunk Pacific Railway and the Canadian Northern Railway, Carberry branch.

December 4, 1907.—Inspection of Union station grounds at Toronto, Ont.

December 4, 1907.—Inspection of switch of Toronto, Hamilton and Buffalo Railway, on Hunter street, Hamilton, Ont.

December 4, 1907.—Inspection of crossing of Grand Trunk Railway by the Canadian Pacific Railway near Toronto Junction, Ont.

December 5, 1907.—Inspection of Grand Trunk Railway, highway crossing at the south end of the town of Chesley, Ont.

December 5, 1907.—Inspection of Canadian Northern Railway, in the town of Manville, Alta., as to crossings.

December 6, 1907.—Inspection of street crossings by the Walkerton and Lucknow Railway in the town of Durham, Ont.

December 7, 1907.—Inspection of Canadian Pacific Railway in the town of McLean, Sask., as to crossings.

December 7, 1907.—Inspection of interlocking plant where the Grand Trunk Pacific Railway crosses the double track of the Canadian Pacific Railway and the Canadian Northern Railway at West Fort William, Ont.

December 11, 1907.—Inspection of Canadian Pacific Railway (Medicine Hat section) of Cummings' diversion from mile 103·1 to mile 106·8, for opening for traffic.

December 13, 1907.—Inspection of Brantford and Hamilton Railway from the village of Ancaster to Brantford, a distance of 6·5 miles, for opening for traffic.

December 13, 1907.—Inspection of overhead bridge of the Grand Trunk Railway just west of station at Merritton, Ont.

December 17, 1907.—Inspection of location of the Atlantic, Quebec and Western Railway on Port Daniel beach, Que.

December 19, 1907.—Inspection of Canada Car Company's telpherage system crossing the Grand Trunk Railway (Lachine Canal spur) near the works of the Canada Car Company.

December 27, 1907.—Inspection of Grand Trunk Pacific Railway, near town of Arrow River, as to converting a present level crossing into a subway.

December 28, 1907.—Inspection of automatic railway signals at Drummondville, Que.

December 31, 1907.—Inspection of Canadian Pacific Railway, main line (Fort William section), as to road allowance crossing near mile 8.

December 31, 1907.—Inspection of Canadian Pacific Railway, main line (Fort William section), as to road allowance crossing at mile 4.9.

December 31, 1907.—Inspection of Canadian Pacific Railway, main line (Fort William section), as to road allowance crossing at mile 14.5.

December 31, 1907.—Inspection of Canadian Pacific Railway, main line (Fort William section), as to road allowance crossing at mile 13.4.

December 31, 1907.—Inspection of Canadian Pacific Railway, main line (Fort William section), as to road allowance crossing at mile 3.6 and 4.0.

December 31, 1907.—Inspection of Canadian Pacific Railway, main line (Fort William section), as to road allowance crossing at mile 17.3.

January 3, 1908.—Inspection of New Brunswick Southern Railway from St. John to St. Stephen, N.B., a distance of 82 miles.

January 6, 1908.—Inspection of Mount Mackay and Kakabeka Falls Railway, crossing tracks of the Canadian Northern Railway at Francis street, Fort William Ont.

January 6, 1908.—Inspection of Mount Mackay and Kakabeka Falls Railway crossing the tracks of the Canadian Pacific Railway at McTavish street, Fort William, Ont.

January 6, 1908.—Inspection Mount Mackay and Kakabeka Falls Railway, crossing at grade the Grand Trunk Pacific Railway, at Montreal and Young streets, and the Canadian Pacific Railway at Young street; the Canadian Northern at Young street, in the town of Fort William, Ont.

January 8, 1908.—Inspection of crossing of the Windsor, Essex and Lake Shore Rapid Railway and Michigan Central Railway, on Talbot street, in the town of Essex, Ont.

January 8, 1908.—Inspection of location of the Windsor, Essex and Lake Shore Rapid Railway.

January 9, 1908.—Inspection of Chatham, Wallaceburg and Lake Erie Railway, crossing Canadian Pacific Railway, at Raleigh street, and the Grand Trunk Railway at William street, Chatham, Ont.

January 9, 1908.—Inspection of crossing of Windsor and Tecumseh Railway over the Grand Trunk Railway, at Sandwich street, Walkerville, Ont.

January 11, 1908.—Inspection of interlocking plant at Morden crossing of the Midland Railway of Manitoba and the Canadian Pacific Railway.

January 17, 1908.—Inspection of pile trestle bridge across the Richelieu river at St. Johns, P.Q., on the line of the Central Vermont Railway.

January 17, 1908.—Inspection of Central Vermont Railway lines in Canada.

January 20, 1908.—Inspection of crossing of the Grand Trunk Railway by the Ottawa Electric Railway on Queen street, Ottawa.

January 21, 1908.—Inspection of crossing of the Canadian Pacific Railway by the Thessalon Lumber Company at Thessalon, Ont.

January 21, 1908.—Inspection of grade revision on the Canadian Pacific Railway, between Markstay and Stinson on the Lake Superior division.

January 22, 1907.—Inspection of town of Thorold crossing the tracks of the Niagara, St. Catharines and Toronto Railway by means of a water pipe.

January 22, 1908.—Inspection of highway crossing on the Toronto, Hamilton and Buffalo Railway, one mile east of station at Jerseyville, Ont.

January 22, 1908.—Inspection of Fournier street extension over the Canadian Pacific Railway yards at Sault Ste. Marie, Ont.

January 23, 1908.—Inspection of Canadian Northern Railway (Prince Albert branch) at Lumsden, Sask., as to fencing.

January 24, 1908.—Inspection of Canadian Northern Railway, Hutton branch, from Sudbury Junction to Moose Mountain mines, a distance of 27 miles, for opening for traffic.

January 24, 1908.—Inspection of Canadian Northern Railway, from Canadian Pacific Railway crossing near Romford, to Sudbury, a distance of ten miles, for opening for traffic.

January 29, 1908.—Inspection of Lemire system of block signalling.

January 31, 1908.—Quebec, Montreal and Southern Railway through the Picoudi range south of St. Robert station.

February 1, 1908.—Inspection of Canadian Pacific Railway (Pheasant Hill branch) opening for freight traffic from Lanigan, mile 254·5.

February 3, 1908.—Inspection of Canadian Northern Quebec Railway crossing of Montreal Street Railway, on Ontario street, near Valois avenue, Montreal, P.Q.

February 11, 1908.—Inspection of town of Thorold water pipes under the Niagara, St. Catharines and Toronto Railway at Thorold, Ont.

February 12, 1908.—Inspection of horseshoe curve at Caledon station on the Owen Sound branch of the Canadian Pacific Railway.

February 12, 1908.—Inspection of crossing of the Grand Trunk Railway by the Hamilton Street Railway, at the intersection of Ferguson ave. and Barton street, in the city of Hamilton.

February 13, 1908.—Inspection of layout of the Canadian Pacific Railway tracks in the town of Orangeville, Ont.

February 12, 1908.—Inspection of crossing of stone road by the Brantford and Hamilton Railway, one mile west of Cainsville, Ont.

February 12, 1908.—Inspection of Yukon ad Pacific (N.C.R.) from Edmonton to Strathcona, a distance of ten miles, for opening for traffic.

February 13, 1908.—Inspection of interlocking appliances at crossing of the Père Marquette Railroad by the Windsor, Essex and Lake Shore Rapid Railway, one mile east of Kingsville, Ont.

February 13, 1908.—Inspection of interlocking appliances at crossing of Père Marquette Railroad by the Windsor, Esex and Lake Shore Rapid Railway at Landsdowne avenue, Kingsville, Ont.

February 14, 1908.—Inspection of crossing of Garth street, Hamilton, by the Toronto extension of the Toronto, Hamilton and Buffalo Railway.

February 14, 1908.—Inspection of Grand Trunk Pacific Railway in connection with location of bridge and line over a bay in Lake Wabamun, Alta.

February 15, 1908.—Inspection of Canadian Northern Railway, at Chipman and Lamont, as to cattle-guards and fencing.

January 20, 1908.—Inspection of Canadian Pacific Railway (Edmonton branch) as to highway crossings at Crossfield, Alta.

February 25, 1908.—Inspection of crossings over the tracks of the Wellington Colliery Company and the Esquimalt and Nanaimo Railway west of Ladysmith, B.C.

February 25, 1908.—Inspection of station grounds of the Grand Trunk Railway at Dundas, Ont.

February 27, 1908.—Inspection of trestle of the Walkerton and Lucknow Railway across the Saugeen River in the town of Walkerton, Ont.

March 2, 1908.—Inspection of cattle-guards on the line of the Vancouver, Westminster and Yukon Railway between Vancouver and New Westminster, B.C.

March 2, 1908.—Inspection of Canadian Pacific Railway, at Mission Junction, B.C., in connection with the changing of the location of the station.

March 5, 1908.—Inspection of British Columbia Southern Railway (Canadian Pacific Railway) for opening for traffic near Sparwood, B.C.

March 6, 1908.—Inspection of Grand Trunk Railway, crossing of the Waterdown road by means of an overhead bridge, township of East Flamboro, Ont.

March 11, 1908.—Inspection of interlocking appliances at Canadian Pacific Railway, crossing of the Grand Trunk Railway, at Lennoxville, P.Q.

March 11, 1908.—Inspection of bridge 96.2 on the line of the Canadian Pacific Railway in the village of Eastman, P.Q.

March 14, 1908.—Inspection of farm crossing of W. T. & B. Miller, lot 10, concession 4, township of Bertie, on the Michigan Central Railway, near Niagara Junction, Ont.

March 14, 1908.—Inspection of Canadian Pacific Railway (Pheasant Mill branch) for the opening of freight traffic from Lanigan to Asquith.

March 20, 1908.—Inspection of Canadian Pacific Railway (Mission branch) as to cattle-guards.

March 20, 1908.—Inspection of crossings of highways by the Walkerton and Lucknow Railway at Durham, Ont.

March 21, 1908.—Inspection of Reid street corssing of the Grand Trunk Railway in the city of Peterborough, Ont.

March 21, 1908.—Inspection of extension of George street across the Grand Trunk Railway, in the city of Peterborough, Ont.

March 25, 1908.—Inspection of Canadian Northern Railway as to fencing the right of way between Roblin and Togo.

March 26, 1908.—Inspection of Canadian Northern Railway as to fencing the right of way between Togo and Runnymede.

March 26, 1908.—Inspection of Canadian Northern Railway at Prince Albert as to protection at the crossing at Broadway street and First avenue.

March 27, 1908.—Inspection of subway at mile post 124.96 on the line of the Grand Trunk Railway at Brockville, Ont.

March 28, 1908.—Inspection of Canadian Northern Railway main line near Kamsack, as to highway crossing.

March 28, 1908.—Inspection of Canadian Northern Railway at Togo, Man., as to crossings and station platforms.

APPENDIX G.

REPORT OF THE INSPECTOR OF ACCIDENTS OF THE BOARD.

Ottawa, May 19, 1908.

A. D. Cartwright, Esq.,
Secretary of the Board of
Railway Commissioners for Canada,
Ottawa.

Dear Sir,—I have the honour to submit herewith my report showing the number of persons killed and injured in train accidents during the period commencing April 1, 1907, and ending March 31, 1908, as per reports furnished by the railway companies in accordance with the Railway Act.

During the above period 529 persons were killed and 1,309 injured, classified as follows;—

	Killed.	Injured.
Passengers	64	326
Employees	246	806
Other persons	219	177
	529	1,309

Investigations were made of 501 accidents and reported to the board. Synopsis of prominent train accidents investigated are herein quoted.

Yours truly,

(Sgd.) ED. C. LALONDE,
Chief Inspector of Accidents.

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

STATEMENT showing the character of accidents on various railways in Canada for year ending March 31st, 1908.

CHARACTER OF ACCIDENT.	Passengers.		Employees.		Other Persons.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Derailment	25	213	19	55			44	268
Head-on collision	13	13	19	36			32	49
Stealing ride					6	5	6	5
While shunting		1	5	11			5	12
Riding on cars			1				1	
Highway crossing					44	47	44	47
Falling off freight cars			5	39	2	1	7	40
Trespassing					92	53	92	53
Body found on track or bridge	3		7		51		61	
While switching		20	29	74	2	1	31	95
Pitch-in with hand car			15	4			15	4
Died in train, natural cause	5						5	
Working under cars			4	2			4	2
Struck looking out of cab window			3	8			3	8
Suicide (attempted to)	1	1			4	2	5	3
Struck by switch stand				7				7
Adjusting couplers, coupling and uncoupling		1	17	67			17	68
Passengers falling off passenger trains	4	14					4	14
Working on track			13	21			13	21
Working on bridge				2				2
Collision rear end		9	7	28			7	37
Collision street car and steam car					1	5	1	5
Attempt to get on train while in motion	3	11	9	20	5	15	17	46
Side ladders			1	3			1	3
Falling between cars, walking on top of train while in motion			6	3	1		7	3
Fell off work train				2				2
Falling off hand car			3	3			3	3
Farm crossing					1		1	
Bridge burnt			3				3	
Collision with cars standing foul or in yard		2		7				9
Private crossing					2	1	2	1
Working under engine				1				1
Locomotive explosion			5	6			5	6
Jumping off train while in motion	6	15	4	20	2	5	12	40
Riding on pilot of engine			3	6			3	6
Working on cars and engines			1	5			1	5
Overhead bridge				4				4
Unclassified	4	26	67	372	6	42	77	440
	64	326	246	806	219	177	529	1,309

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

STATEMENT showing the number of persons killed and injured on various railways in Canada for year ending March 31st, 1908.

NAME OF RAILWAY.	Passengers.		Employees.		Other Persons.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Grand Trunk Railway	8	113	73	510	84	98	165	721
Canadian Pacific Railway	53	188	132	120	98	33	283	341
Canadian Northern Railway	2	10	12	106	5	7	19	123
Canadian Northern Ontario				4	2	1	2	5
Canadian Northern Quebec	1			1			1	1
Michigan Central Railroad			12	39	13	33	25	72
Wabash Railroad		1	5	9		2	5	12
Toronto, Hamilton & Buffalo					2		2	
Vancouver, Westminster & Yukon Railway					1		1	
Central Vermont Railroad		1	1	5			1	6
Dominion Atlantic Railway				2	1	1	1	3
Great Northern Railway			4	3			4	3
Central Ontario Railway			2				2	
Quebec, Montreal Southern				2	1	1	1	3
Algoma Central & Hudson Bay			1	1	1		2	1
Pere Marquette Railroad		4	1		3		4	4
Atlantic & Lake Superior					1		1	
Montreal Terminal Railway			1				1	
Quebec Central Railway				1	3	1	3	2
Kingston & Pembroke Railway			1	1			1	1
Montreal Park & Island					1		1	
Vancouver, Victoria & Eastern Railway & Navigation Company			1				1	
International Transit Co.					1		1	
Bay of Quinte Railway					1		1	
Quebec Railway Light & Power Company					1		1	
Grand Valley Railway		9		2				11
	64	326	246	806	219	177	529	1,309

Name of Railway.	Derailment.		Head-on Collision.		Stealing Ride.		While Shunting.		Riding on Cars.		Highway Crossing.		Falling off Freight Cars.		Trespassing.		Body found on Track or Bridge.		While Switching.		Pitch-in with Handcar.		Died on Train, Natural Cause.		Working under Car.		Struck Looking out of Cab Window.		Suicide (Attempted to).		Struck by Switchstand		Adjust'g Couplers, Coupling or Uncoupling.	
	K.	I.	K.	I.	K.	I.	K.	I	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.
Grand Trunk	5	65	6	20	1	4	3	10	...	...	22	39	2	29	29	36	28	...	13	71	2	1	...	...	2	1	...	7	1	1	...	7	4	46
Canadian Pacific	35	171	23	26	5	1	2	1	1	...	12	3	4	3	51	10	22	...	13	13	12	2	5	...	2	1	3	1	3	2	...	...	11	11
Canadian Northern	3	15	...	1	...	...	...	...	...	...	2	2	...	4	...	3	1	...	1	9	...	1	...	...	...	...	...	...	1	...	...	...	2	8
Canadian Northern Ontario	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Canadian Northern Quebec	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Michigan Central	...	...	...	...	...	...	...	...	...	...	3	2	...	4	3	3	9	...	2	1	...	...	...	...	...	...	...	...	...	...	...	...	...	1
Wabash	...	1	1	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Toronto, Hamilton and Buffalo	...	...	...	...	...	...	...	...	...	...	1	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Vancouver, Westminster and Yukon	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Central Vermont	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Dominion Atlantic	...	...	...	...	...	...	...	1	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1
Great Northern	...	...	2	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1
Central Ontario	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Quebec, Montreal and Southern	...	1	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Algoma Central and Hudson Bay	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...
Père Marquette	...	4	...	...	...	...	...	...	...	...	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
The Atlantic and Lake Superior	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Montreal Terminal	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Quebec Central	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Kingston and Pembroke	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Montreal Park and Island	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Vancouver, Victoria, Eastern Ry. and Nav. Co	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
International Transit Co	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Bay of Quinté	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Quebec Railway Light nnd Power Co	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Grand Valley (Electric Railway)	...	10	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	44	268	32	49	6	5	5	12	1	...	44	47	7	40	92	53	61	...	31	95	15	4	5	...	4	2	3	8	5	3	...	7	17	68

Name of Railway.	Passengers Falling off Passenger Trains.		Working on Track.		Working on Bridges.		Collision, Rear-end.		Collision, Street car and Steam car.		Attempt to get on Train while in motion.		Side Ladders.		Falling between Cars, Walking on top of Train while in motion.		Fell off Work Train.		Falling off Hand-car.		Farm Crossing.		Bridge Burnt.		Collision with cars standing foul or in Yard.		Private Crossing.		Working under Engine.		Locomotive Explosion.		Jumping off Train while in motion.		Riding on Pilot of Engine.		Working on the Cars and Engine.		Overhead Bridge.		Unclassified.		Totals.	
	K	I	K.	I.	K	I	K	I	K	I	K.	I.	K	I	K.	I.	K	I	K	I	K	I	K	I	K	I	K	I	K	I	K	I	K	I	K	I	K	I	K	I	K.	I.
Grand Trunk	2	10	5	16	..	..	2	16	..	..	5	24	..	2	..	1	..	1	..	1	1	..	..	..	..	1	..	..	..	..	1	2	..	4	24	2	3	..	2	..	3	24	279	165	721
Canadian Pacific	2	1	6	3	..	..	5	18	1	5	7	13	..	..	5	2	..	..	3	1	..	..	3	..	..	8	..	..	..	..	..	..	3	6	9	1	1	1	1	..	..	39	31	283	341
Canadian Northern	..	2	..	..	..	2	..	1	..	..	2	2	..	1	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	6	..	1	..	2	..	..	5	63	19	123
Canadian Northern Ontario	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	3	2	5
Canadian Northern Quebec	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1
Michigan Central	..	..	2	2	..	..	..	..	..	..	..	2	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	5	57	25	72
Wabash	..	1	..	..	..	..	..	2	..	..	..	2	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	3	..	..	..	..	..	..	..	..	1	1	4	5	12
Toronto, Hamilton and Buffalo	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2	.....
Vancouver, Westminster and Yukon	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	.....
Central Vermont	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	3	..	..	1	..	..	..	..	..	..	..	..	1	6
Dominion Atlantic	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1	3
Great Northern	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1	4	3
Central Ontario	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	2	.....
Quebec, Montreal and Southern	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	1	1	3
Algoma Central and Hudson Bay	..	..	..	..	..	..	..	..	..	..	..	1	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2	1
Père Marquette	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	4	4
The Atlantic and Lake Superior	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	.....
Montreal Terminal	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	1	.....
Quebec Central	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	3	2
Kingston and Pembroke	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1
Montreal Park and Island	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	.....
Vancouver, Victoria, Eastern Ry. & Nav. Co	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	.....
International Transit Co	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	.....
Bay of Quinté	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	.....
Quebec Ry. Light and Power Co	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	.....
Grand Valley (Electric Railway)	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	.....	11
	4	14	13	21	..	2	7	37	1	5	17	46	1	3	7	3	..	2	3	3	1	..	3	..	..	9	2	1	..	1	5	6	12	40	3	6	1	5	..	4	77	440	529	1,309

COMPARATIVE Statement in totals of killed and injured between year ending March 31st, 1907, and year ending March 31st, 1908.

	Passengers.		Employees.		Other Persons.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Year ending March 31, 1907	42	210	212	317	206	76	460	603
Year ending March 31, 1908	64	326	246	806	219	177	529	1,309
Increase over 1907	22	116	34	489	13	101	69	706
Decrease for 1908								

COMPARATIVE Statement in totals of killed and injured between year ending March 31st, 1907, and year ending March 31st, 1908, for each railway separately.

NAME OF RAILWAY.	1907.		1908.		1908.			
					Increase.		Decrease.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Grand Trunk	160	303	165	721	5	418		
Canadian Pacific	218	140	283	341	65	201		
Canadian Northern	30	92	19	123		31	11	
" " Ontario			2	5	2	5		
" " Quebec		2	1	1	1			1
Michigan Central	29	13	25	72		59	4	
Wabash	1	14	5	12	4			2
Toronto, Hamilton & Buffalo	2		2					
Vancouver Westminster & Yukon			1		1			
Central Vermont		1	1	6	1	5		
Dominion Atlantic		2	1	3	1	1		
Great Northern	3	4	4	3	1			1
Central Ontario		1	2		2			1
Quebec, Montreal & Southern		3	1	3	1			
Algoma Cen. & Hudson Bay	1		2	1	1	1		
Père Marquette	2	1	4	4	2	3		
Atlantic Lake Superior	1		1					
Montreal Terminal			1		1			
Quebec Central	4		3	2		2	1	
Kingston & Pembroke	1		1	1		1		
Montreal Park & Island			1		1			
Vancouver, Victoria Eastern Ry. & Nav. Co			1		1			
International Transit Co			1		1			
Bay of Quinte			1		1			
Quebec Ry. Light and Power Co			1		1			
Grand Valley Electric Co				11		11		
Halifax and South Western	1						1	
Red Mountain	1						1	
Nelson & Fort Sheppard	4	6					4	6
Hull Electric Ry		15						15
New Brunswick Southern		3						3
Hereford Ry	1						1	
Temiscouata	1	3					1	3
	460	603	529	1,309				
Increase					93	738		
Decrease							24	32
Increase for 1908					69			706

CAUSES of One Hundred and Twenty-two Prominent Train Accidents, which were Investigated and Reported to the Board,

COLLISIONS.

Reference to Record.	Date of Report.	Date of Accident.	Name of Railway.	Place.	Killed.	Injured.	Cause of Accident—Party Responsibe.
No.	1907.	1907.					
74	April 16	Jan. 20	Grand Trunk Ry.	Charlevoix, St. Crossing Pte. St. Charles, Montreal	1	....	Collision, rear-end. Between light engine No. 883 and extra freight No. 691. Engineer responsible.
1436		1906.					
76	" 10	Dec. 22	Grand Trunk Ry.	Brantford, Ont	....	3	Collision, rear-end. Between extra east No. 422, engine No. 666 and engine 630 coupled on caboose 90203. Conductor, two engineers and switchman responsible.
82	" 26	1907. Feb. 28	Grand Trunk Ry.	London, Ont	1	2	Collision—Eastbound freight No. 422, through inexperience brakeman ran foul on the westbound line, encroached on the time of International express No. 15 and collided. Brakeman and engineer responsible.
1559							
85	May 17	" 20	Wabash-Grand Trunk Joint System.	Windsor, Ont	....	9	Collision, rear-end. Passenger train No. 3 stalled in the snow, and the operator at Belle River failed to observe the block by allowing train No. 13 to proceed before train No. 3 had reached Price Station. Operator responsible.
1625							
90	" 29	" 22	Grand Trunk Ry.	St. Rosalie Jct	....	1	Collision on the diamond. Grand Trunk westbound 698 and I.C.R. passenger No. 34. Failure of air brakes on extra 698. The trouble was with a very long piston travel on some of the freight cars, approaching diamond not under control. Passengers received light bruises, and caused considerable damage to rolling stock. Engineer responsible.
93	June 12	May 16	Grand Trunk Ry.	Mimico, Ont	....	2	Collision—Between C.P. No. 29 and G.T. extra freight No. 429. Signalman gave line clear for No. 29. Train 429 encroached on time of regular C.P. Ry. train No. 29. Engineer of No. 429 had 14 days experience. Engineer responsible.
1932							
98	Sept. 30	June 3	Canadian Northern	Langham	....	2	Collision, head-on. While eastbound train was taking coal, westbound train approached at high speed and collided. Two brakemen injured. Due to eastbound train not flagging and westbound not being under control.
1959							
100	July 15	" 5	Canada Northern Ry.	Shawinigan, Falls	2	1	Collision, head-on. Between special train No. 51 and Special No. 9 switching. Failure of No. 51 to be under control approaching Shawinigan Jct., disregarding General Superintendent bulletin No. 92.
1964							
104	June 20	May 31	Grand Trunk Ry.	Horse Shoe Fill	1	2	Collision, head-on. Between extra west 1363 and extra east 1373. Engineer and conductor of 1363 overlooked train order No. 92. Engineer and conductor responsible.

106	July	31	June	20	Canadian Pacific	....	1		1 Collision, rear-end. Failure of engineer of extra freight No. 53 to have his train under control approaching at the west end semaphore while it was set at danger (showing a clear red light,) and ran into extra way freight No. 1229 while she was shunting. Rear-end of 1229 showed three red lights. Engineer responsible.
2002									
107	"	18	April	28	Grand Trunk...	Whitby Jct., Midland Yard.			2 Collision—Extra west struck cars at north end of eastern division track which were left foul by eastern division extra engine 838. Brakeman responsible.
1866									
108	"	13	June	22	Grand Trunk.....	Carlsbad Spring	1	....	Collision, head-on. Between extra No. 70 and light engine No. 1337 running tender first without headlight. Misread the leaving time of No. 70 ; 12 o'clock instead of 11.30 p.m., and the headlight on the engine of train No. 70 was out. Both engineers responsible.
2064									
113	"	17	"	20	Canadian Pacific	Butler	11	....	Collision, head-on. Enincer of 2nd 96 ran past meeting point and collided with No. 97. Colonist and sleeping car telescoped, causing the death of ten (10) Chinamen and guard in charge of them. Engineer responsible. (Whole crew was held responsible.)
2354									
			1906.						
115	"	13	Aug.	20	Canadian Pacific.....	Clandeboyne Stn. ¼ m. south of	1	....	Collision, head-on. Train No. 218 passed meeting point and collided with 225. Conductor, engineer and brakeman responsible.
1183									
			1907.						
117	"	12	Jan.	11	Grand Trunk.	Barrie, Ont.....	....	1	Collision, rear end. Between extra 828 and passenger train No. 50—inefficient flagging. Engine 828 was not steaming. Air pump stopped and breaks applied stalling the train. Extra left Gowan station only ten (10) minutes ahead of No. 50. Men on leading train on duty 30 hours. Conductor, engineer and brakeman responsible.
1443									
124	"	15	"	25	Grand Trunk.....	Grimsby Park, Ont.....	....	....	Collision, rear-end. Engine 791 running light with van, pitched into rear of extra 557. Failure of the engineer to see the markers on the van on account of steam escaping from valve stem, packing on right hand side of engine. Conductor and brakeman suspended for leaving Grimsby Park without report of passenger No. 12 ahead.
1486									
125	"	18	"	6	Grand Trunk.....	Junction Cut, Ont	....	2	Collision, head-on. Extra 689 collided with engine 587 standing on main line. Failure of operator to place semaphore at stop to protect engine 587. Operator responsible.
1434									
139	Aug.	5	June	27	G.T.R. and I.C.R. train.	Point St. Charles, Que.... .	....	2	Collision, rear-end. Engineer did not notice switch set for shop track in time to stop, collided with G.T.R. engine 209. Engineer and fireman slightly injured. Engineer of I.C.R. 206 responsible.
2103	1908.								
152	Jan.	7	Dec.	11	Canadian Pacific	Carleton Jct., Ont..... ...	....	5	Collision, rear-end. Freight train stopped at semaphore was struck by No. 2 pasienger train. Two (2) passengers and three)3) dining car employees injured. Engineer of No. 2 responsible.
2187									
	1907.								
159	Aug.	5	July	1	Grand Trunk.	Paris, Ont.....	....	1	Collision in yard. While switching train backed up to couple to 14 cars. Coupling did not make and cars ran down and collided with a tool car injuring a laborer slightly. Accidental.
2187									
165	Sept.	4	"	28	Grand Trunk.....	Toronto, Union Station.....	....	2	Collision—While switching passenger train, engineer passed signal at stop and collided with light engine backing into station. Due to failure of engineer on switch engine to notice and be governed by fixed signals.
2244									

CAUSES of One Hundred and Twenty-two Prominent Train Accidents, which were Investigated and Reported to the Board—*Con.*

COLLISIONS—*Con.*

Reference to Board.	Date of Report.	Date of Accident.	Name of Railway.	Place.	Killed.	Injured.	Cause of Accident—Party Responsible.
No.	1907.	1907.					
179	Sept. 18	July 1	Grand Trunk Ry.	Harrisburg, Ont	....	1	Collision, rear-end. Brakeman on rear of forward train was injured. Improper signals displayed on rear of this train. Engineer of second train responsible for not having his train under proper control, and conductor and brakeman of forward responsible for not flagging and displaying proper signals.
2188							
189	Aug. 26	July 31	Grand Trunk Ry.	Milverton, Ont	....	2	Collision, rear-end. Failure of conductor and brakeman to protect by flag against following train. Engineer and fireman injured. One engine and four freight cars damaged. Conductor and brakeman responsible.
2248-2265							
196	Sept. 10	Aug. 11	Can. Pacific Ry.	Montreal, Papineau Ave.	....	3	Collision; rear-end. Extra freight collided with switch engine. Two brakemen and one fireman injured seriously. Yard foreman responsible; failed to protect by signal.
2377							
197	Sept. 19	Aug. 28	Can. Pacific Ry.	Manvers, Ont.	1	....	Collision, rear-end. Third section of freight train collided with rear of second section on which two crews were travelling passenger. Brakes on third section defective. A member of one of the crews travelling passenger killed. Three vans destroyed, one engine damaged. Due to defective and cut out air brakes.
2351							
200	Sept. 10	Aug. 20	Can. Northern, Que., and Montreal Street Ry.	Notre Dame St., Viauville, Que.	...	....	Collision on diamond. Failure of the Canadian Northern crew to flag at the diamond crossing. No person injured.
2415							
205	Sept. 23	Mar. 2	Can. Pacific Ry.	Virden	....	....	Collision, rear-end. Passenger and freight train collided. Two engines and several cars damaged. No person injured. Freight train had not sufficient running time to make Virden for the superior train. Engineer and conductor responsible.
207	Sept. 23	Aug. 31	Can. Pacific Ry.	Dunmore Jct.	3	6	Collision, head-on. Two extra trains collided. Two engineers and one passenger riding on engine killed. Two firemen and four brakemen injured. Due to failure of operator to deliver order at Dunmore Jct. to westbound train. Operator responsible.
1191							
211	Sept. 27	Jan. 11	Can. Pacific Ry.	Jukeson, B.C.	1	2	Collision, rear-end. First train held order not to exceed a speed of 10 miles per hour. Second train was not given copy of order. One brakeman killed. Conductor and engineer injured. Train despatcher responsible.
1428a							

218	Sept	28	May	28	Can. Northern.....	Mestadem (near M.P. 233½)..	1		1 Collision—Engine collided with cars standing on main track. Engineer was returning from dinner to where a part of train was left standing on main line and pitched into those cars. One labourer and one mill foreman injured seriously. Engineer responsible (failed to notice distance between cars and engine in time to stop).
1949									
231	Oct.	7	Sept.	13	Wabash Grand Trunk Joint System.	Cayuga, Ont.....	....	2	Collision, rear-end. First train stopped to take siding and was struck by engine with caboose. Engineer and fireman injured. Conductor of first train failed to flag, and engineer of second train approached at high speed. Both are equally responsible. Weather foggy.
2531									
232	Oct.	1	Sept.	18	Grand Trunk.....	Vaudreuil, Que.....	1	2	Collision, rear-end. Failure of operator at St. Dominique to maintain a block on eastbound trains, and failure of operator at Vandreuil to observe the rules of block system, and error of rear brakeman in not flagging. One brakeman killed, one brakeman and foreman injured.
2483									
234	Oct.	19	Sept.	2	Grand Trunk..... ...	Brule Lake, Ont.....	....	1	Collision—Two freight trains collided. One fireman injured. Slight damage to engines. Engineer of westbound train responsible, and engineer of eastbound train on duty excessively long hours. Trainmaster responsible for this condition.
2379									
245	Nov.	11	Sept.	11	Can. Pacific.....	Plantagenet, Ont....	1	1	Collision between engine of ballast train standing on main track taking coal, and extra east. One fireman fatally injured and one engineer seriously injured. Due to eastbound train not observing rules and signals.
2417									
248	Jan.	30	Oct.	3	Can. Northern.....	Fort Francis.	....	2	Collision in yard. First 97 collided with extra 327. Both engineers injured. Due to engineer, fireman and brakeman on first No. 97 falling asleep.
2521									
254	Dec.	6	Aug.	13	Can. Pacific.....	Kama, Ont.....	1	4	Collision—Switch left open. Ballast train in pit siding, loading train. Main track switch left open. Passenger train ran in pit track and collided with engine of ballast train. Engineer of passanger train fatally injured, and four passengers injured. Conductor and engineer of ballast train responsible.
2489									
256	Oct.	21	Oct.	10	Grand Trunk.....	Trenton, Ont.....	1	4	Collision—Brakeman turned wrong switch and backed into side of train on opposite track. One man killed and four injured. Were riding in cars with horses. Fourteen cars smashed. Brakeman responsible.
2571									
257	Oct.	21	Sept.	29	Grank Trunk.....	Allandale, Ont.....	1	....	Collision, rear-end. Forward train stopped at semaphore on heavy down grade. Rear train failed to stop, due to engine not equipped with driving power brakes. Company responsible. Trains were double-headers.
2505									
268	Dec.	16	Sept.	2	Grand Trunk..... . ..	Paris Jct., Ont..... . .	....	1	Collision—Freight train backing up, rear end fouled main track and collided with No. 3 passenger train. One passenger injured. Conductor and brakeman of freight train responsible.
2380									
288	Dec.	16	Oct.	11	Grand Trunk.....w.....	Toronto, Ont. (Toronto terminals).		1	Collision in yard. Transfer train coupling up rear end. Slack run down. Conductor had hand crushed between cylinder of engide standing on parallel track and side of train. Conductor and rear-brakeman of transfer train responsible.
2568									
297	Dec.	4	Oct.	12	Grand Trunk..	Fort Erie, Ont.....	1		Collision, in yard. Freight train entering yard collided with cars attached to switch engine. Car repairer riding on car killed. Signalman and engineer of freight train responsible; failed to observe Sec. 278 of Railway Act, 1903, and come to full stop at railway level crossing.
2597									

CAUSES of One Hundred and Twenty-two Prominent Train Accidents, which were Investigated and Reported to the Board—*Con.*

COLLISIONS—*Con.*

Reference to Board.	Date of Report.	Date of Accident.	Name of Railway.	Place.	Killed.	Injured.	Cause of Accident—Party Responsible.
No.	1907.	1907.					
307	" 4	" 4	Grand Trunk.....	Galt, Ont.....		3	Collision—due to misplaced switch. Section foreman turned main track switch for siding passenger train due and collided with cars in siding. Two passengers and conductor injured. Section foreman responsible.
2534							
313	Nov. 14	" 26	Ottawa Electric Ry. and Grand Trunk.....	Ottawa, Ont..... Queen St. crossing..... ...			Collision—on diamond. Electric car failed to stop and collided with G. T. Ry. train passing over crossing. No person injured. Due to defective brake on electric car and reversing power out of order.
318	" 4	" 12	Canadian Northern Quebec Ry.....	L'Assomption, Que.		1	Collision, head-on. Freight trains collided—one engineer injured. Engine short of water, left train and proceeded to water tank, left flagman to protect engine against No. 26. Returning with train. Due to failure of flagman to stop No. 26 train, as instructed. Brakeman responsible.
2775							
319	" 14	Sept. 2	Canadian Pacific.....	North Bay, Ont.....	1		Collision, in yard. Turning switch wrong. Switch engine collided with cars in repair track. Due to some unknown person turning switch which was without a lamp. Yard foreman fatally injured.
2363							
336	Dec. 16	Dec. 12	Grand Trunk....	Hamilton, Ont.....		6	Collision, in yard. Passenger train collided with light engine standing on main track. Five passengers killed and passengers injured. Due to signalman giving proceed signal to passenger train before ascertaining that main track was clear, and neglect of engineer and fieman of light engine to use red fusees.
2639							
339	" 14	Nov. 12	Conadian Pacific.....	St. Clet, Quebec...	1	2	Collision, rear-end. Rear-end collision between freight trains. One fireman killed and two brakemen injured. Engineer of second train responsible.
2673							
349							Collision, head-on. Passenger and freight train collided. One fireman and one express messenger killed. One mail clerk, one engineer, and one express messenger injured. Canductor and engineer of passenger train responsible. Failed to wait at Fushimi until time specified in train order expired.
2652	" 3	Oct. 30	Canadian Pacific...	Fushimi siding.....	2	3	
355	" 16	" 31	Grand Trunk.....	Wyoming, Ont.....		1	Collision. Engine was turned on Y, handled by fireman and collided with train. One passenger injured. Engineer and fireman responsible.
2668							

362	"	16	Nov.	12	Canadian Pacific.....	Blind River.....		1	Collision, head-on. Two freight trains collided. One brakeman injured. East train pulled ahead to back into siding. Engineer of west train responsible. He released air brake before train was under control.
2676									
364	"	4	Mar.	4	Grand Trunk.....	Toronto, Ont., Pape Ave....		3	Collision, rear-end. Freight train received order that passenger train would run late. Copy of order not delivered to passenger train. Passenger train collided with freight on curve. Three passengers injured. Grand Trunk Ry. responsible.
1594									
368	Nov.	28	Nov.	3	Grand Trunk.....	Falconburg, Ont		3	Collision, head-on. Freight train fouled main track on time of superior train, resulting in collision. Mail clerk, engineer and fireman of passenger train injured. Engineer and conductor of freight train responsible.
2707									
370	Dec.	3	"	14	Canadian Pacific.....	Moor Lake.....	7	13	Collision, head-on. Light engine collided with passenger train No. 8. Two passengers in baggage car, the baggageman and express messenger lost their lives by fire—the cars taking fire from the acetylene gas. Two engineers and one fireman killed. One fireman and one mail clerk and eleven passengers injured. Due to engineer of light engine failing to clear main track for passenger train.
2700									
			1906.						
373	"	12	Dec.	4	Can. Northern	Humbolt Yard...	1		Collision, in yard. While switching engine collided with cars in elevator siding. Brakeman riding on pilot of engine crushed and fatally injured. Section foreman turned switch and is responsible.
1379									
			1907.						
374	"	4	Jan.	31	Can. Northern.....	Invernay.....		1	Collision, head-on. Two passenger trains running extra collided. One passenger injured. Due to failure of train-despatcher to advise westbound train *re* position of eastbound train, the engine of which was dead, and engineer of eastbound train approaching station not under control.
1511–& 12									
383	"	4	Nov.	6	Grand Trunk.....	Fort Erie, Ont..... ...		1	Collision, in yard. Engines collided on shop track. One fireman injured. No head lights lit on either engine. Engineers responsible.
2709									
389	"	12	"	12	Grand Trunk.....	St. Polycarpe Jct., Que.....	1		Collision, head-on. Collision between two extra trains. One fireman fatally injured. Both engines running without proper head lights. Engineer of westbound train passed east switch at meeting point. Engineer of westbound train responsible.
2715									
398	"	18	Oct.	29	Canadian Pacific.....	Lethbridge.....	1		Collision, rear-end. Yard crew made up freight train on main line opposite station, and left standing without protection. Incoming train received no warning or notice, backed into it. One brakeman fatally injured. Yard foreman responsible.
2695									
406	Dec.	16	Nov.	26	Canadian Pacific	Smith Falls, Ont..	....	1	Collision in yard. Passenger train being pushed by yard engine, collided with side of freight train pulling into yard. Baggageman injured. Yard foreman was controlling train by means of angle cock. When he opened angle cock, brakes failed to apply; did not make test before starting. Yard foreman responsible.
2940									
423	Jan.	10	"	19	Canadian Pacific..... ..	Sherbrooke, Que.....	...	7	Collision.—Freight train set out cars in siding and failed to turn switch for main track. Passenger train No. 209 ran into siding and collided with cars. Engineer did not notice switch in time to stop. Two passengers, two mail clerks, conductor, engineer and baggageman injured. Brakeman and conductor of freight train responsible.
2705									

CAUSES of One Hundred and Twenty-two Prominent Train Accidents, which were Investigated and Reported to the Board—*Con*

COLLISIONS—*Con.*

Reference to Record.	Date of Report.	Date of Accident.	Name of Railway.	Place.	Killed.	Injured.	Cause of Accident—Party Responsible.
No.	1907.	1907.					
438	Dec. 16	May 28	Canadian Pacific.....	Smith Falls, Ont	....	1	Collision in yard. Passenger train turned on Y and, pushed by yard engine, collided with cars on siding. One passenger injured. Yardman responsible.
2885							
468	Feb. 11	Dec. 24	Grand Trunk.....	Niagara Falls, Ont	....	9	Collision with yard engine. Passenger train No. 7 collided with switch engine No. 92. Six passengers and three employees injured. Due to switchman giving No. 7 clear signal before switches were lined up for main track and engine No. 92 clear.
2856							
476	Jan. 7	" 11	Grand Trunk..... ...	Arnprior, Ont.....	....	2	Collision, head-on. Freight train pulled out draw-bar and was taking disabled car to siding, one-half mile east of Arnprior. Sent out flagman to stop passenger train No. 51, but followed too closely, resulting in collision. Engineer and fireman of passenger train injured. Conductor and engineer of freight train responsible.
2871							
482	" 22	Jan. 3	Canadian Pacific and Ottawa Electric Ry.	Ottawa, Ont., St. Patrick St. crossing.	1	5	Collision on public street crossing. Freight train collided with electric car on street crossing. One labourer killed, three passenger on electric car, conductor and motorman were injured. Conductor and motorman of electric car responsible.
3097							
486	" 28	Dec. 30	Canadian Pacific.....	Rigaud, Que	...	3	Collision, head-on. Extra passenger train and extra freight collided at water tank on main track in blinding snow storm. Engineer, conductor and brakeman of freight train injured. Due to disabled semaphore. Agent responsible for not reporting same to superintendent.
2844							
499	Feb. 11	Jan. 2	Wabash and Grand Trunk Joint System.	Tilsonburg, Ont.....	2	....	Collision.—Freight train left part of train in siding and proceeded to Corinth. Engine returning for rear part collided with freight train No. 93. Engineer killed and brakeman fatally injured. Conductor of freight extra responsible.
2908							
506	" 10	" 18	Grand Trunk.....	South Parkdale, Ont.....	1	2	Collision, rear-end. Freight train pulled out of siding and light engine running tender first collided with rear of freight train which had boarding car next caboose. One man fatally and two seriously injured. Due to Grand Trunk Railway turning light engine tender first. Engineer of light engine, conductor and brakeman of freight train responsible.
2955							
512	" 18	Dec. 20	Canadian Pacific.....	Gurney, Ont.....	....	3	Collision, head-on. Extra west with engine and van collided with third section of No. 124. Three employees injured. Due to failure of conductor and engineer of extra west to notice green signals on second 124 when meeting that train at Gurney.
3026							

514	Mar.	3	Jan.	30	Grand Trunk.....	St. Martins, Que.....	1	....	Collision, rear-end. Extra 608 switching was struck by following train. One fireman fatally injured. Due to failue of conductor of 608 to protect.
2968									
525	Feb.	17	Feb.	1	Grand Trunk.....	Turcot Yard, Que.....	2	....	Collision, rear-end. Engines 568 and 756 coupled was struck by No. 27 passenger train. Engineer and fireman of engine 508 on No. 27 killed. Due to stormy weather and failue of flagman to properly flag, and enngineer of engine 508 on No. 27 to keep a sharp look out and run cautiously through Turcot yard, and engineers of engines 568 and 756 coupled occupying main track unnecessarily.
3009									
528	"	27	"	11	Grand Trunk-Wabash Joint System.	Fort Erie, Ont.....	..	..	Collision, head-on. Passenger No. 9 collided with extra freight 1901. Twelve passengers and one enployee injured. Due to train despatcher not knowing location of Fort Erie and failing to secure passenger train No. 9 before advancing freight train by train order.
529	Mar.	9	"	10	Grand Trunk.....	Port Colborne, Ont.....	....	17	Collision, head-on Passenger train No. 37 collided with extra 775 at Port Colborne. Fourteen passengers, two mail clerks and one employee injured. Due to semaphore frozen up and failure of extra 775 to protect. Crew on duty 20 hours. Conductor, brakeman and engineer responsible.
3069									
531	"	9	Jan.	30	Grand Trunk.	Scarboro' Junction, Ont.....	....	3	Collision, rear-end. Extra freight train 735 experienced air brake trouble, account extreme cold weather, and rear was struck by freight train No. 60 Engineer and fireman injured and brakeman's feet frozen. Due to Engineer on No. 60 not being able to see ahead on account of steam blowing at front end of engine and failure of conductor of 735 to protect by flagman.
3010									
549	"	24	"	31	Michigan Central.....	West Lorne, Ont.....	....	1	Collision on siding. Extra freight 7603 backing into siding during a blinding snow storm collided with extra freight 8138, which had pulled into siding from opposite end. One brakeman injured. Due to failure of conductor of 7603 to protect his train backing into siding and stormy weather.
2970									
555	"	23	Mar.	11	Canadian Pacific.....	Guelph Junction, Ont.....	1	....	Collision in yard. Second No. 3 passenger train collided with engine 402. Engineer of second No. 3 killed. Due to brakeman opening main track switch, allowing passenger train to enter Guelph branch.
3099									
571	April	1	Feb.	19	Canadian Pacific.....	Agincourt, Ont.....	..	1	Collision —Snow plow collided with No. 55 freight train in Agincourt yard. Foreman of plow seriously injured. Due to failure of snow plow to stop and take siding at first switch. Plow foreman, engineer and conductor responsible.
3053									
						Totals.....	53	177	

CAUSES of One Hundred and Twenty-two Prominent Train Accidents, which were Investigated and Reported to the Board—*Con.*

DERAILMENTS.

Reference to Record.	Date of Report.	Date of Accident.	Name of Railway.	Place.	Killed.	Injured.	Cause of Accident and Party Responsible.
No.	1907.	1907.					
77	Apl. 10	Jan. 21	Grand Trunk Ry.	Oakville, Ont.	....	....	Derailment of train No. 92 at 2 miles west of Oakville, caused by broken journal under car M.C.L. 4631.
1748							
81	" 25	Apl. 10	Canadian Pacific Ry.	Brunel Station, Ont.	15	9	Derailment of passenger train No. 1, caused by broken rail. (6 children). Unexplained.
1728							
87	May 13	May 3	Central Vermont.	Waterloo, P.Q.	1	....	Derailment of Work train, running tender first, at a speed of between 18 and 20 miles an hour, due to defect of roadbed. Careless running.
1814							
88	" 28	Apl. 29	Canadian Pacific Ry	Nepigon Sec.	3	....	Derailment—First section of No. 120 ran into burnt bridge at mileage 50-73 Engineer, fireman and front end brakemen killed.
1847							
96	July 15	June 4	Canadian Pacific Ry	Sand Point.	1	....	Derailment—Broken rail was being replaced on account of expansion closing in, the new rail had to be cut. Protecting signal not placed the distance required by the rules, from the defective point. Road foreman responsible.
1987							
131	" 27	July 5	Canadian Northern Ry.	Sleeman mile west of.	2	1	Derailment—Passenger train No. 2 struck 4 cows on track. Engine, baggage and second class cars and part of first class car derailed. Engineer and fireman fatally injured, and one passenger injured. Due to right of way not being fenced.
2052							
182	Sept. 8	" 5	Grand Trunk.	Allanburg, Ont.	....	2	Derailment—Engine running tender first—Tender wheel mounted rail and tender and engine overturned. Engineer and fireman injured. Accidental.
2168							
195	" 21	Sept. 3	Canadian Pacific Ry.	Horse Shoe Curve near Caledon, Ont.	6	95	Derailment—Engine jumped track. Excursion train approached Horse Shoe Curve at high speed—Engine and six cars left the track six passengers killed and 95 injured. Cars badly damaged; estimated $55.000 Due to high speed. Engineer responsible.
2367							
198	Oct. 12	July 7	Canadian Pacific Ry.	Cardwell Jct., Ont.	....	1	Derailment—Steam crane derailed—Employee of same injured. Due to high speed. Engineer responsible.
2450							

206	Sept. 23	Dec. 30	Canadian Pacific Ry....	Crown Point, B.C.....	1	4	Derailment—Train ran away coming down hill. Engineer lost control. Engine and eleven cars left track. Engineer killed; conductor, fireman and two brakemen injured. The air pump on engine gave out de.ending the hill.
1398							
214	" 30	Feb. 2	Canadian Pacific Ry....	Phoenix.....	1	....	Derailment—A train loaded with ore descending heavy grade ran away. One brakeman killed. Engineer failed to control train by air brake and cars derailed. Due to poor judgment of engineer and poor condition of air-brake equipment.
1508							
215	" 30	June 30	Canadian Pacific Ry....	Southesk.....	1	1	Derailment and explosion of gas tank. Four (4) refrigerator cars of fish attatched to passenger train. The two (2) cars next engine were derailed and seven other cars left the track and took fire. One of the gas tanks exploded. Express messenger killed and Chinaman injured. Accidental.
2321							
222	" 30	Sept. 24	Bay of Quinte Ry.....	Erinsville, Ont.....	....	....	Derailment—Engine coming out of ballast pit derailed by broken rail. Accidental.
371	Dec. 12	Aug. 14	Grand Trunk.....	Otter Lake, Ont.....	....	1	Derailment—Engine running tender first, derailed. Engineer injured. Cause unknown.
2917							
387	" 16	Oct. 8	Canadian Pacific Ry....	Tweed, Ont.....	1	...	Derailment—Brakeman on top releasing hand brake, car derailed and brakeman fatally injured. Due to defective car truck. C.P.R. responsible.
2526							
397	" 16	Nov. 19	Grand Trunk.....	Goderich, Ont....	1	....	Derailment—Brakeman on top of leading car with engine pushing 14 cars; leading car derailed by striking cattle. Brakeman thrown from top of car and fatally injured. Due to railway track not being fenced, allowing cattle to stray on track. G.T.Ry. responsible.
2750							
401	" 18	Aug. 12	Canadian Pacific Ry....	McLeod Jct.....	3	....	Derailment—Passenger train running at high speed around sharp curve, engine and cars left track and turned over. Engineer, fireman and coal passer killed. Due to high speed. Engineer and conductor responsible.
2375							
1808.							
431	Jan. 11	Dec. 23	Canadian Pacific Ry....	Beaucage, Ont.....	....	....	Derailment—Engine on passenger train No. 8 disabled and was being towed to North Bay. Main driving axle broke and engine and 9 cars derailed. No person injured. Due to broken driving axle on engine 862. Accidental.
1907.							
435	Dec. 18	Jan. 7	Canadian Pacific Ry....	Kaministikwia.	2	1	Derailment—Account of broken rail. Passenger train No. 2 derailed and turned over on side. Two dining car employees killed and one mail clerk injured. Passengers shaken up. Due to broken rail on curve.
1440							
1908.							
474	Jan. 9	Dec. 16	Canadian Pacific Ry....	Angler, Ont.....	2	1	Derailment—Section foreman changing defective rail, not knowing that No. 96 was late and had not passed. Sent out flagman who failed to place torpedoes and was caught on trestle by No. 96, was unobserved by engineer, weather was stormy. Engineer and fireman fatally and mail clerk injured. 165 passengers on train, none injured. Section foreman responsible.
2800							

CAUSES of One Hundred and Twenty-two Prominent Train Accidents. which were Investigated and Reported to the Board—*Con.*

DERAILMENTS—*Con.*

Reference to Record.	Date of Report.	Date of Accident.	Name of Railway.	Place.	Killed.	Injured.	Cause of Accident and Party Responsible.
No.	1908.	1907.					
483	" 22	1908. Jan. 1	Grand Trunk.	Vespra, Ont.....	...	20	Derailment—Passenger train derailed on high embankment. Cars turned over, caught fire and burned up. 16 passengers and 4 employees injured. All equipment in good order. Due to some unknown obstruction getting under wheels of tender.
2873							
487	Mar. 10	1907. Dec. 24	Grand Trunk.....	Ben Allen, Ont.....	....	1	Derailment—Engine with snow plow, flanger and caboose was derailed. Conductor seriously injured. Due to mould board of flanger catching in guard rail and flanger being placed ahead of caboose.
2880							
489	Feb. 11	1908. Jan. 3	Canadian Pacific Ry....	Roberts Station, Ont.....	1	15	Derailment—Passenger train No. 2 derailed. One passenger killed; 11 passengers and 4 employees travelling passenger injured. Due to broken rail which had manufacturer's defect.
2861							
493	Jan. 30	" 27	Canadian Pacific Ry....	Sunshine.....	....	....	Derailment—Freight train No. 76 derailed. No person injured. Due to broken wheel.
496	" 30	Mar. 19	Canadian Pacific Ry....	Carlstadt.....	....	1	Derailment—Westbound passenger extra derailed. One passenger's foot taken off. Due to spreading of rails.
1719							
510	Feb. 18	Dec. 18	Grand Trunk.	Alford Station, Ont.....	....	3	Derailment.—Passenger train No. 44 derailed. Two passengers and one employee injured. Due to defective track. Railway company responsible.
3063							
519	" 25	Jan. 27	"	Merritton, Ont....	1	....	Derailment.—Two freight trains approaching on parallel tracks, two forward cars of one derailed and fouled parallel track, and train on that track crashed into wreckage. One brakeman fatally injured. Due to brake head dragging on G.T.R. 28110
3000							
524	Mar. 9	Feb. 17	Can. Pacific	Pardee, Ont., 3 miles west...	1	15	Derailment.—Passenger train No. 2 was derailed. Twelve passengers injured, one seriously. Three employees injured, one killed. Due to broken tire on mail and express car. Tire had manufacturer's defect.
3025							

527	Feb.	27	"	9	Grand Trunk & Wabash Joint System.	Delhi, Ont., 2 miles east.....	....	4	Derailment.—Passenger train, 2nd No. 1, derailed. Four passengers injured. Due to broken rail which had manufacturer's defect.
534	Mar.	10	"	3	Grand Trunk.	Madawaska, Ont., 8 miles. East	....	1	Derailment.—Snow plow extra, engine 1374 westbound. Two cars and caboose derailed. Three employees injured. Due to shearing of angle bolts account of contraction of rails.
546	"	23	"	28	Can. Pacific	Eganville Jct., Ont..... ..	....	1	Derailment.—Passenger train No. 96 derailed. One dining-car employee injured. Due to broken rail.
556	"	30	"	15	Grand Trunk.	Hawthorne, Ont miles east of Ottawa.	2	7	Derailment.—Passenger train No. 27 was derailed at 10.15 p.m. Four passengers, one express messenger, conductor and baggage-man injured. Fireman killed and engineer fatally scalded. Due to broken rail. Engine 1028 had flat spots 3 inches long on driving wheels.
560	"	21	"	13	"	Turcot Yard, Que.....	1	1	Derailment.—Switch engine pulling cars out of yard. Car S.C.L. 2559 derailed and struck a labourer who was standing between tracks, fatally injuring him. Another labourer was slightly squeezed. Men were warned to stand clear, and all did so but these two. Due to snow and ice on track. Accidental.
							46	185	

20c—14½
3045
3058
3034
3067

CAUSES of One Hundred and Twenty-two Prominent Train Accidents, which were Investigated and Reported to the Board—*Con.*

MISCELLANEOUS TRAIN ACCIDENTS.

Reference to Record.	Date of Report.	Date of Accident.	Name of Railway.	Place.	Killed.	Injured.	Cause of Accident and Party Responsible.
No.	1907.	1907.					
75	April 10	Jan. 16	Grand Trunk.	Jordan, Ont.	....	2	Boiler explosion. Failure to keep engine boiler supplied with water. Crown sheet dropped, blowing fire and grate into ashpan. Engineer responsible.
1431							
94	June 13	May 24	"	Toronto, Bay St. crossing.	2	2	The accident occurred on Victoria Day at 11 p.m., while a great number of people were returning from the ferry boats, having to cross 11 railway tracks, without any means of protection against movement of train in and out of Union Station. No gateman on duty at night.
1939							
119	Sept. 7	July 9	Central Vermont.	St. Alexander, Que.	....	3	Boiler explosion. Boiler of freight engine exploded, due to shortage of water. Engineer, conductor and fireman injured. Engineer responsible.
2053							
190	Aug. 27	" 26	Wabash & Grand Trunk Joint System.	Simcoe, Ont.	3	....	Boiler explosion. Boiler of freight engine exploded. Engineer instantly killed, fireman and brakeman fatally injured. Boiler in apparent good condition prior to accident. Engineer responsible. Engine and three cars damaged. Overhead bridge at point of accident destroyed.
2235							
194	Sept. 7	Aug. 10	Michigan Central.	Essex, Ont.	2	31	Explosion of dynamite. 100 boxes of dynamite, 5,000 lbs. in transit, Black-rock to Amherstburg, exploded. The car was not given the necessary attention or quick despatch. Baggage-man and brakeman instantly killed; conductor, engineer, fireman, telegraph operator and 27 other persons injured. Due to delay in transit and careless handling, being loaded in same car as ordinary freight.
2250							
343	Nov. 23	Oct. 20	Grand Trunk.	Newbury, Ont.	2	....	Boiler explosion. Boiler exploded, engineer killed and fireman fatally injured. Due to low water in boiler. Responsibility unexplained.
2654							
400	Dec. 18	" 17	McDonell, Gzowski & Co., contractor for diversion of track on C.P.R.	Rogers Pass, B. C.	1	3	Lost control of train. Construction train of engine and 14 cars, without air or hand-brake appliances, ran away and dropped over end of trestle. Fireman killed; engineer and two labourers injured. McDonell, Gzowski & Co. responsible.
2736							
432	" 16	Nov. 22	Can. Pacific	Monklands, Ont.	....	....	Averted collision. Two freight trains met on main track 3 miles east of Monklands. Trains stopped before striking. No person injured. Night operator and train despatcher responsible.

436	"	18	June	2	"	Kalmar	1	....	Struck by mail crane. Fireman looking out of cab window struck on head by mail crane and fatally injured. Due to mail crane being placed too close to track.
2231									
481	Jan.	30	Dec.	31	"	Deux Rivières, Ont.	1	2	Boiler explosion. Boiler of engine 1550 exploded; brakeman fatally injured, fireman seriously and engineer slightly. Due to low water in boiler. Engineer responsible.
2245									
500	Feb.	18	Jan.	1	Pere Marquette Ry.	St. Thomas Jct., Ont.	1	....	Struck by switch stand. Brakeman riding on side ladder of car was struck by switch stand and fatally injured. Due to switch stand placed too close to track.
2982									
520	"	25	"	30	Michigan Central.	Ruscomb, Ont.	1	..	Boiler explosion. Boiler of engine 7551 exploded and fireman fatally injured. Due to low water in boiler.
566	April	1	"	1	Grand Trunk.	Aberarder, Ont.	....	1	Struck by mail crane. Fireman leaning out between engine and tender on No. 2 passenger train was struck by mail crane and injured. Due to mail crane placed too close to track.
2374							14	44	

MISCELLANEOUS INVESTIGATIONS.

Reference to Record No.	Date of Report.	—	—
	1907.		
80	April 19	Files 4192 and 4198 Marieville & Granby..	Complaints made by manufacturers, merchants and business men respecting train service and lack of facilities on Central Vermont.
83	May 6	File 3747	Clemmson's signal system.
84	May 7	" 1726	Underwood safety device.
105	June 19	" 2156	Middlemiss train service, Wabash Railway.
110	July 5	Report on	Hours of labour in force in the United States and European countries.
(2nd) 119	Nov. 4	" "	Employment of engineer, dismissed and re-employed.
120	July 13	" "	Passenger trains on the Canadian Northern, Quebec.
121	June 28	" "	Sunnyside crossing, Toronto Terminal, Grand Trunk Ry.
126	July 16	" "	Fire extinguishers for passenger coaches.
128	July 22	" "	Mr. Chaput's complaint: Condition of St. Rose, in the Canadian Pacific.
(2nd) 136	Sept. 30	" "	Overhead wires at Merritton, on both the G. T. Ry. and N. St. C. & T. Electric Ry.
144	Aug. 7	File 1806	Chambly Basin, Que., on Central Vermont.
148	Aug. 20	Report on	Condition of packing in frogs, switch guard and wing pails.
(2nd) 184	Dec. 6	" "	Changing of switch stand in Allandale yard.
191	Aug. 24	" "	Defects in safety appliances at Bradford, Aurora, Newmarket and Allandale, G. T. Ry.
193	Aug. 21	Files 234 and 4053.....	Stone station on Central Vermont.
201	Sept. 18	File 4546, Case 1216....	Petition of residents of Long Point, N. S., on the Inverness Railway & Coal Co.
226	Oct. 8	" 5475..... ...	Complaint of G. A. Marson re irregular train service between St. Hilaire and Montreal, G. T. Ry.
235	Dec. 4	Report on	Irregularity of passenger train on C. P. R. between Perth and Montreal.
239	Oct. 15	File 5655	Complaint of G. H. Fawcett re irregularity of train on Central Vermont.
376	Nov. 14	Report on	Transportation of dangerous explosives.
386	Dec. 3	" "	Brakeman on duty on passenger train under influence of liquor.
Spcl. 44	Dec. 16	" "	New rules of New York Central and H. R. R.
Spcl. 45	Dec. 18	" "	Employees moving couplers with their feet.
	1908.		
Spcl. 47	Feb. 18	" "	Crossing west of Jerseyville.
Spcl. 48	Feb. 5	" "	Blackboard at Blenheim.
Spcl. 51	Feb. 16	" "	Age for fireman to start in Western Section.
Spcl. 52	Mch. 31	File 7022, Case 3042....	Rules and regulations on Quebec, Montreal & Southern Ry.

INSPECTION OF RAILWAYS.

Reference to Record No.	Date of Inspection.	Name of Railway.
	1907.	
134	Aug. 20	Inspection of Canadian Northern, Quebec.
143	Aug. 10.....	" Central Vermont lines in Canada.
223	Oct. 7	" Bay of Quinte Railway.
225	Oct. 12.....	" Brockville, Westport and Northwestern Railway.

(Sgd.) ED. C. LALONDE,
Chief Inspector of Accidents.

THE BOARD

OF

RAILWAY COMMISSIONERS FOR CANADA

RULES AND REGULATIONS

DECEMBER 10, 1907

APPENDIX H.

(Meeting at Ottawa.)

MONDAY, the 10th day of December, A.D. 1907.

The board, in virtue of the provisions of the Railway Act, 1903, hereby makes the following rules and regulations:—

PUBLIC SESSIONS.

1. The general sessions of the board for hearing contested cases will be held at its court room in Otawa, Ont., on such dates and at such hour as the board may designate.

When special sessions are held at other places, such announcements as may be necessary will be made by the board.

INTERPRETATION.

2. In the construction of these rules, and the forms herein referred to words importing the singular number shall include the plural, and words importing the plural number shall include the singular number; and the following terms shall (if not inconsistent with the context or subject) have the respective meanings hereinafter assigned to them; that is to say, 'Application' shall include complaint under this Act; 'Respondent' shall mean the person or company who is called upon to answer to any application or complaint; 'Affidavit' shall include affirmation; and 'Costs' shall include fees, counsel fees and expenses.

APPLICATION OR COMPLAINT.

3. Every proceeding before the board under this Act shall be commenced by an application made to it, which shall be in writing and signed by the applicant or his solicitor; or in the case of a corporate body or company being the applicants shall be signed by their manager, secretary or solicitor. It shall contain a clear and concise statement of the facts, the grounds of application, the section of the Act under which the same is made, and the nature of the order applied for, or the relief or remedy to which the applicant claims to be entitled. It shall be divided into paragraphs, each of which, as nearly as possible, shall be confined to a distinct portion of the subject, and every paragraph shall be numbered consecutively. It shall be endorsed with the name and address of the applicant, or if there be a solicitor acting for him in the matter, with the name and address of such solicitor. The application shall be according to the forms in schedule No. 1.

The application, so written and signed as aforesaid, shall be left with or mailed to the secretary of the board, together with a copy of any document, or copies, of any maps, plans, profiles and books of reference, as required under the provisions of the Act, (*a*) referred to therein, or which may be useful in explaining or supporting the same. The secretary shall number such applications according to the order in which they are received by him and make a list thereof. From the said list there shall be made up a docket of cases for hearing which, as well as their order of entry on the docket, shall be settled by the board. Said docket list when completed to be put upon a notice board provided for that purpose, which shall be open for inspection at the office of the secretary during office hours.

(*a*) For further particulars of plans, &c., see regulations in Appendix.

ANSWER.

4. Within ten days from the service of the application, the respondent or respondents shall mail or deliver to the applicant, or his solicitor, a written statement containing in a clear and concise form their answer to the application, and shall also leave or mail a copy thereof with or to the secretary of the board at its office, together with any documents that may be useful in explaining or supporting it. The answer may admit the whole or any part of the facts in the application. It shall be divided into paragraphs, which shall be numbered consecutively, and it shall be signed by the person making the same or his solicitor. It shall be endorsed with the name and address of the respondents, or if there be a solicitor acting for them in the matter, with the name and address of such solicitor. It shall be according to the form in schedule No. 2.

REPLY.

5. Within four days from the delivery of the answer to the application, the applicant shall mail or deliver a reply thereto to the respondents, and a copy thereof to the secretary of the board, and may object to the said answer as being insufficient, stating the grounds of such objection, or deny the facts stated therein, or may admit the whole or any part of said facts. The reply shall be signed by the applicant or his solicitor, and may be according to form No. 3 in the said schedule.

The board may, at any time, require the whole or any part of the application, answer or reply, to be verified by affidavit, upon giving a notice to that effect to the party from whom the affidavit is required; and if such notice be not complied with the application, answer or reply may be set aside, or such part of it as is not verified according to the notice may be struck out.

SUSPENSION OF PROCEEDINGS.

6. The board may require further information, or particulars, or documents from the parties, and may suspend all formal proceedings until satisfied in this respect.

If the board, at any stage of the proceedings, think fit to direct inquiries to be made under any of the provisions of this Act, it shall give notice thereof to the parties interested, and may stay proceedings or any part of the proceedings thereon accordingly.

NOTICE.

7. In all proceedings under this Act, where notice is required, a copy or copies of said proceeding, or proceedings, for the purpose of service, shall be endorsed with notice to the parties in the forms of endorsement set forth in schedules Nos. 1 and 2; and in default of appearance the board may hear and determine the application *ex parte*.

Endorsements shall be signed in accordance with the provisions of section 41.

The board may enlarge or abridge the periods for putting in the answer or reply, and for hearing the application, and in that case the period shall be endorsed in the notice accordingly.

Except in any case where it is otherwise provided, ten days' notice of any application to the board, or of any hearing by the board, shall be sufficient; unless, in any case, the board directs longer notice. The board may, in any case, allow notice for any period less than ten days, which shall be sufficient notice as if given for ten days or longer. (Section 43.)

Notice may be given or served as provided by section 41 of the Act.

When the board is authorized to hear an application or make an order, upon notice to the parties interested, it may, upon the ground of urgency, or for other rea-

son appearing to the board to be sufficient notwithstanding any want of or insufficiency in such notice, make the like order or decision in the matter as if due notice had been given to all parties; and such order or decision shall be as valid and take effect in all respects as if made on due notice; but any person entitled to notice, and not sufficiently notified may, at any time within ten days after becoming aware of such order or decision, or within such further time as the board may allow, apply to the board to vary, amend, or rescind such order or decision; and the board shall thereupon, on such notice to all parties interested as it may in its discretion think desirable, hear such application, and either amend, alter, or rescind such order or decision, or dismiss the application, as may seem to it just and right. (Section 45.)

CONSENT CASES.

8. In all cases the parties may, by consent in writing, with the approval of the board, dispense with the form of proceedings herein mentioned, or some portion thereof.

POWER TO DIRECT AND SETTLE ISSUES.

9. If it appears to the board at any time that the statements in the application, or answer, or reply, do not sufficiently raise or disclose the issues of fact in dispute between the parties, it may direct them to prepare issues, and such issues shall, if the parties differ, be settled by the board.

PRELIMINARY QUESTIONS OF LAW.

10. If it appear to the board at any time that there is a question of law which it would be convenient to have decided before further proceeding with the case, it may direct such question to be raised for its information, either by special case or in such other manner as it may deem expedient, and the board may, pending such decision, order the whole or any portion of the proceeding before the board in such matter, to be stayed.

PRELIMINARY MEETING.

11. If it appear to the board at any time before the hearing of the application that it would be advantageous to hold a preliminary meeting for the purpose of fixing or altering the place of hearing, determining the mode of conducting the inquiry, the admitting of certain facts or the proof of them by affidavit, or for any other purpose, the board may hold such meeting upon such notice to the parties as it deems sufficient, and may thereupon make such orders as it may deem expedient.

PRELIMINARY EXAMINATION WITH PARTIES.

12. The board may, if it thinks fit, instead of holding the preliminary meeting, provided for in rule 11, communicate with the parties direct, and may require answers to such inquiries as it may consider necessary.

PRODUCTION AND INSPECTION OF DOCUMENTS.

13. Either party shall be entitled, at any time, before or at hearing of the case, to give notice in writing to the other party in whose application, or answer, or reply reference was made to any document, to produce it for the inspection of the party giving such notice, or his solicitor, and to permit him to take copies thereof; and any party not complying with such notice shall not afterwards be at liberty to put in such documents in evidence on his behalf in said proceedings, unless he satisfy the board that he had sufficient cause for not complying with such notice.

NOTICE TO PRODUCE.

14. Either party may give to the other a notice in writing to produce such documents as relate to any matter in difference (specifying the said documents) and which are in the possession or control of such other party; and if such notice be not complied with, secondary evidence of the contents of the said documents may be given by or on behalf of the party who gave such notice.

15. Either party may give to the other party a notice in writing to admit any documents, saving all just exceptions, and in case of neglect to admit, after such notice, the cost of proving such documents shall be paid by the party so neglecting or refusing, whatever the result of the application may be; unless, on the hearing, the board certifies that the refusal to admit was reasonable; and no costs of proving any document shall be allowed, unless such notice be given, except where the omission to give the notice is, in the opinion of the board, a saving of expense.

WITNESSES.

16. The attendance and examination of witnesses, the production and inspection of documents, shall be enforced in the same manner as it now enforced in a superior court of law; and the proceedings for that purpose shall be in the same form, *mutatis mutandis,* and they shall be sealed by the secretary of the board with the seal and may be served in any part of Canada. (Section 26.)

Witnesses shall be entitled, in the discretion of the board, to be paid the fees and allowances prescribed by schedule No. 4, annexed hereto.

THE HEARING.

17. The witnesses at the hearing shall be examined *viva voce;* but the board may at any time, for sufficient reason, order that any particular facts may be proved by affidavit, or that the affidavit of any witnesses may be read at the hearing on such conditions as it may think reasonable; or that any witnesses whose attendance ought, for some sufficient reason, to be dispensed with, be examined before a commissioner appointed by it for that purpose, who shall have authority to administer oaths, and before whom all parties shall attend. The evidence taken before such commissioner shall be confined to the subject-matter in question, and any objection to the admission of such evidence shall be noted by the commissioner and dealt with by the board at the hearing. Such notice of the time and place of examination as is prescribed in the order shall be given to the adverse party. All examinations taken in pursuance of any of the provisions of this Act, or of these rules, shall be returned to the court; and the depositions certified under the hands of the person or persons taking the same way, without further proof, be used in evidence, saving all just exceptions. The board may require further evidence to be given, either viva voce or by deposition, taken before a commissioner or other person appointed by it for that purpose.

The board may, in any case when deemed advisable, require written briefs to be submitted by the parties.

The hearing of the case, when once commenced, shall proceed, so far as in the judgment of the board may be practicable, from day to day.

JUDGMENT OF THE BOARD.

18. After hearing the case the board may dismiss the application, or make an order thereon in favour of the respondents, or reserve its decision, or (subject to the right of appeal in the Act mentioned) make such other order on the application as may be warranted by the evidence and may seem to it just.

The board may give verbally or in writing the reasons for its decisions. A copy of the order made thereon shall be mailed or delivered to the respective parties. It shall not be necessary to hold a court merely for the purpose of giving decision.

Any decision or order made by the board under this Act may be made an order of the Exchequer Court, or a rule, order or decree of any superior court of any province of Canada, and shall be enforced in like manner as any rule, order or decree of such court. To make such decision or order a rule, order or decree of such court, the usual practice and procedure of the court in such matters may be followed, or in lieu thereof the form prescribed in subsection 2, section 46 of the Act.

The board shall, with respect to all matters necessary or proper for the due exercise of its jurisdiction under this Act, or otherwise for carrying this Act into effect, have all such powers, rights and privileges as are vested in a superior court. (Section 26.)

ALTERATION OR RESCINDING OF ORDERS.

19. Any application to the board to review, rescind, or vary any decision or order made by it shall be made within thirty days after the said decision or order shall have been communicated to the parties, unless the board think fit to enlarge the time for making such application, or otherwise orders.

APPEAL.

20. If either party desire to appeal to the Supreme Court of Canada from the decision or order of the board upon any question which, in the opinion of the board, is a question of law, he shall give notice (*c*) thereof to the other party and to the secretary, within fourteen days from the time when the decision or order appealed from was made, unless the board allows further time, and shall in such notice state the grounds of the appeal. The granting of such leave shall be in the discretion of the board.

For procedure upon such leave being obtained see section 56, subsection 4 *et seq.* of the Act.

An appeal shall lie from the board to the Supreme Court of Canada upon a question of jurisdiction; but such appeal shall not lie unless the same is allowed by a judge of the said court upon application and hearing the parties and the board.

INTERIM EX PARTE ORDERS.

The costs of such application shall be in the discretion of the judge.

21. Whenever the special circumstances of any case seem to so require, the board may make an interim *ex parte* order requiring or forbidding anything to be done which the board would be empowered upon application, notice and hearing to authorize, require or forbid. No such interim order shall, however, be made for a longer time than the board may deem necessary to enable the matter to be heard and determined. (Section 49.)

AFFIDAVITS.

22. Affidavits of service according to form No. 6 shall forthwith, after service, be filed with the board in respect of all documents or notices required to be served under these rules; except when notice is given or served by the secretary of the board, in which case no affidavit of service shall be necessary.

All persons authorized to administer oaths to be used in any of the Superior Courts of any province, may take affidavits to be used on any application to the board.

Affidavits used before the board, or in any proceeding under this Act, shall be filed with the secretary of the board at its office.

When affidavits are made as to belief, the grounds upon which the same are based must be set forth.

(c) For form of notice see form No. 5 in the schedule hereto.

COMPUTATION OF TIME.

23. In all cases in which any particular number of days, not expressed to be clear days, is prescribed by this Act, or by these rules, the same shall be reckoned exclusively of the first day and inclusively of the last day, unless the last day shall happen to fall on a Sunday, Christmas Day or Good Friday, or a day appointed for a public fast or thanksgiving in the Dominion or any of the provinces, in which case the time shall be reckoned exclusively of that day also.

ADJOURNMENT.

24. The board may, from time to time, adjourn any proceedings before it.

AMENDMENT.

25. The board may at any time allow any of the proceedings to be amended, or may order to be amended or struck out any matters which, in the opinion of the board, may tend to prejudice, embarrass or delay a fair hearing of the case upon its merits; and all such amendments shall be made as may, in the opinion of the board, be necessary for the purpose of hearing and determining the real question in issue between the parties.

FORMAL OBJECTIONS.

26. No proceedings under this Act shall be defeated or affected by any technical objections or any objections based upon defects in form merely.

PRACTICE OF EXCHEQUER COURT WHEN APPLICABLE.

27. In any case not expressly provided for by this Act, or these rules, the general principles of practice in the Exchequer Court may be adopted and applied, at the discretion of the board, to proceedings before it.

COSTS.

28. The costs of and incidental to any proceedings before the board shall be in the discretion of the board, and may be fixed in any case at a sum certain, or may be taxed. The board may order by whom and to whom the same are to be paid, and by whom the same are to be taxed and allowed.

SCHEDULE No. 1.

(Forms of Application.)

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

APPLICATION No. (This No. is to be filled in by the secretary on receipt.

A. B. of C. D. hereby applies to the board for an order under sections 252-253 of the Railway Act, 1903, directing the railway company to provide and construct a suitable farm crossing where the company's railway intersects this farm in Lot Con. Tp. County of Ontario, and states—

1. That he is the owner of the land, &c.
2. That by reason of the construction of said railway he is deprived, &c.
3. That it is necessary for the proper enjoyment of his said land, &c.

Dated this day of A.D. 19 .

(Signed A. B.)

Endorsements.

The within application is made by A. B. of (state address and occupation) or by C.D. of his solicitor.

Take notice that the within named railway company is required to file with the Board of Railway Commissioners within ten days from the service hereof, its answer to the within application.

(Form of Application.)

(Where no Notice Required.)

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

Application No.

The railway company hereby applies to the board for an order under section 167 of the Railway Act, 1903, sanctioning the plans, profiles and books of reference submitted in triplicate herewith, showing a proposed deviation of its line of railway as already constructed between and , mileage to .

Dated this day of A.D. 19 .

(Signed A. B.)

SCHEDULE No. 2.

(Form of Answer.)

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

In the matter of the application, No. of A.B. for an order under sections 252-253 of the Railway Act, 1903, directin Railway Company to provide a farm crossing.

The said company in answer to the said application states:—

1. That the said A.B. is not the owner but merely, &c.

2. That upon the acquisition of the right of way of the said railway, A.B. was duly paid for and released, &c.

3. That the said A.B. has other safe and convenient means, &c.

4. That, &c.

Dated, &c.

Endorsements.

The within answer is made by A.B. of (state address and occupation) or by C.D. of his solicitor.

Take notice that within named applicant is required to file with the Board of Railway Commissioners within four days from the service hereof, his reply to the within answer.

SCHEDULE No. 3.

(Reply.)

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

In the matter of the application of A.B. against the Company.

The said A.B., in reply to the answer of the said Company states that:—

1.

2. And the said A.B. admits that

Dated this day of A.D. 19

(Signed) Q.

SCHEDULE No 4.

(Fees and allowances to witnesses.)

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

To witnesses residing within three miles of the court-room, per diem, (not including ferry and meals) $1 00

Barristers, attorneys, and physicians, when called upon to give evidence in consequence of any professional services rendered by them, or to give professional opinion, per diem 5 00

Engineers, surveyors and architects, when called upon to give evidence of any professional services rendered by them, and to give evidence depending upon their skill and judgment, per diem 5 00

If the witnesses attend in one case only, they will be entitled to the full allowance. If they attend in more than one case, they will be entitled to a proportionate part in each case only.

When witnesses travel over three miles they shall be allowed expenses according to the sum reasonably and actually paid, which in no case shall exceed twenty cents per mile one way.

SCHEDULE No. 5.

(Notice of Appeal.)

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

In the matter of the Application No , of A.B. for an order under sections 252-253 of the Railway Act, 1903, authorizing the Railway, &c., &c.

To the Board of Railway Commissioner,

and

To

The above named applicant (or respondent, as the case may be.)

Take notice that the company will apply to the Board on the day of , (not exceeding 14 days from the date thereof), for leave to appeal to the Supreme Court of Canada for an order of the Board, dated the day of , in the matter of the above application authorizing the expropriation of certain lands referred to in said order, and directing that compensation or damages to be awarded to the owners of said lands, or persons interested therein, shall be ascertained as and from the date of the application, (or such other time as may be named in this order.)

The grounds of appeal are that, as a matter of law, the awarding of such compensation or damages should be ascertained and determined from the date of the deposit of plan, profile, &c., as provided under section 192 of the Act, and not from the time stated in the order.

Dated this day of

(Signed),

Solicitor, &c.

SCHEDULE No. 6.

(Form of Affidavit of Service.

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

In the matter of the application No. , of A. B. for an order under sections 252-253 of the Railway Act, 1903, directing Railway Company to provide a farm crossing.

I, of the city of Ottawa, &c., make oath and say:—

1. That I am a member, &c.

2. That I did on 19 , serve the (C.P.) Railway Company above-named, with a true copy of the (applicaton) of the said (A. B.) in this matter by delivering the same to (C.D.) the (Secretary) of the said company, (or to E. F. the delivering the same to (C.D.) the (secretary) of the said company, (or to E.F. the assistant to the general manager) of the company, being an adult person in the employ of the company at the head office of the company in (Montreal), see section 41 (), which said copy was endorsed with the following notice, viz.:—

(Copy exactly.)

Sworn, &c.

REQUIREMENTS ON APPLICATION HAVING REFERENCE TO PLANS.

No. 1.—General Location of Railway.—Section 157.

Send to secretary of the Department of Railways and Canals, three copies of map showing the general location of the proposed line of railway, the termini and the principal towns and places through which the railway is to pass, giving the names thereof, the railways, navigable streams and tide-water, if any, to be crossed by the railway, and such as may be within a radius of thirty miles of the proposed railway, and generally the physical features of the country through which the railway is to be constructed.

First copy to be examined and approved by the minister and filed in the Department of Railways and Canals.

Second copy to be approved by minister for filing by the company with the board.

Third copy to be approved by minister for the company.

Scale of map—not less than 6 miles to the inch.

No. 2.—Plan, Profile, &c., of Located Line.—Section 158.

Upon approved general location map being filed by the company with the board, send to the secretary of the board three sets of plans, prepared exactly in accordance with the 'general notes'* as follows:—

1st set—{1 plan. 1 profile. 1 book of reference.} To be examined, sanctioned and deposited with the board

2nd set—Same as 1st. To be examined, certified and returned for registration.

3rd set—Same as 1st. To be certified and returned to company.

Scale—Plans—400 feet to the inch.

(N.B.—In prairie country, scale may be 1,000 feet to the inch.)

Profiles. {Horizontal, 400 feet. Vertical, 20 feet.

* General Notes, see pages 17 and 18.

No. 3—To Alter Location of Curves or Grades of Line Previously Sanctioned or Completed.—Section 167.

Send to the secretary of the board three sets of plans, profiles and books of reference as required in No. 2.

(N.B.—The plans and profiles so submitted will be required to show the original location, grades and curves and railway highway and farm crossings, and the changes desired or necessitated in any of these.)

Scale—Same as No. 2.

No. 4—Plans of Completed Railway.—Section 164.

Send to the secretary of the board within six months after completion three sets of plans and profiles of the complete road.
1st set to be filed with the board.
2nd set to be certified and returned to the company.
3rd set for registration purposes.

Scale—Same as No. 2.

No. 5—To take Additional Lands for Stations, Snow Protection, etc.—Section 178.

Send to the secretary of the board three sets of plans and documents as follows:—

1st set—{ 1 application sworn to by officers required to sign and certify plans. See 'General Notes.' / 1 plan, 1 profile. / 1 book of reference. } To be examined and certified and deposited with board.

2nd set—Same as 1st. { For certificate and return for registration with duplicate authority.

3rd set—Same as 1st. { For certificate and return to company, with copy of authority.

Scale—Same as No. 2.

N.B.—Ten days' notice of application must be given by the applicant company to the owner or possessor of the property, and copies of such notice with affidavits of service thereof must be furnished to the board on the application.

No. 6—Branch Lines, not exceeding six miles—Sections 221-225.

(*a*) 1 plan, profile and book of reference same as No. 2 to be deposited in Registry Office.
Upon such registration four weeks' public notice of application to the Board to be given.
Send to the secretary of the board an application with copies of the plan, profile and book of reference certified by the registrar as a duplicate of those so deposited in the Registry Office.
A certified copy of the order authorizinz the construction of the branch lines to be registered together with any papers and plans showing changes directed by the board.
A map showing the adjacent country, neighbouring lines, &c., must be sent to the secretary of the board with the application.
Proof of registration and of public notice having been duly given will be required upon the application.

Scale—Same as No. 2.

No. 7—Railway Crossings or Junctions.—Section 227.

Send to the secretary of the board with the application three sets of plan of both roads at point of crossing.

Scale—Plan—100 feet to the inch.

Also three sets of plan and profile of both roads on either side of the proposed crossing for a distance of two miles.

Scale—Plan—400 feet to the inch.

Profile. { 400 feet to an inch horizontal. 20 feet to an inch vertical.

1st set approval by and filing with the board.

2nd and 3rd sets to be certified and furnished to the respective companies concerned, with certified copy of order.

The applicant Company must give ten days' notice of application to the company whose lines are to be crossed or joined, and shall serve with such notice a copy of all plans and profiles and a copy of the application. Upon completion of work application must be made to the Board for leave to operate.

No. 8—Highway Crossing—Sections 235 to 243.

Send to the Secretary of the Board with an application three sets of plans and profiles of the crossings.

Scale—Plan—400 feet to inch.

Profile. { 400 feet to an inch horizontal. 20 feet to an inch vertical.

Profile of highway. { 100 feet to an inch horizontal. 20 feet to an inch vertical.

1st set for approval by and filing with the Board.

2nd and 3rd sets to be furnished to the respective parties concerned, with a certified copy of the order approving the same.

The plan and profile shall show at least one-half a mile of the railway and 300 feet of the highway on each side of the crossing.

Plan must show intervening obstructions to the view from any point on the highway within 100 feet of the crossing to any point on the railway within one-half mile of the said crossing.

Where no notice of application is required, if the company prefers, the above information may be shown on the location plan, and this plan may be used in connection with its application for approval of the highway crossing.

Unless otherwise ordered by the board, the applicant must give ten days' notice of the application to the municipality in which the proposed crossing lies.

No. 9—Crossings with Wires for Telegraph, Telephones and Powers.—Section 246.

Send to the secretary of the board with the application a plan and profile in duplicate.

Profile must show the distance between the different lines of wire.

A copy of plan and profile to be sent to the railway company with notice of application.

No. 10—Crossings and Works upon Navigable Waters, Beaches, &c.—Section 233.

Upon sight and general plans being approved by the Governor in Council, send to the secretary of the board:—

Certified copy of Order in Council with plans and description approved thereby—1 application and 2 sets of detail plans, profiles, drawings and specifications.

1st set for filing with board.

2nd set to be certified and returned to company with certified copy of order.

Upon completion of work application must be made to the board for leave to operate

No. 11—Bridges, Tunnels, Viaducts, Trestles, &c., over 18 ft. span.—Section 257.

(*a*) Must be built in accordance with standard specifications and plans, approved of by the board.

(*b*) Or detail plans, profiles, drawings and specifications, which may be blue, white or photographic prints, must be sent to the secretary of the board for approval, &c., as in No. 9.

No. 12—Stations.—Section 258.

Send to the secretary of the board:—

Two sets of detail plans, profiles, drawings and specifications, with an application for approval.

1st set for filing with the board.

2nd set to be certified and returned to company with certified copy of order of approval.

General Notes.

Plans (for Nos. 2 to 6) must show the right of way, with lengths of sections in miles, the names of the terminal points, the station grounds, the property lines, owners' names, the areas and length and width of land proposed to be taken, in figures (every change of width being given) the curves and the bearings, also all open drains, water-courses, highways and railways proposed to be crossed or affected.

Profiles will show the grades, curves, highway and railway crossings, open drains and water-courses, and may be endorsed on the plan itself.

Books of reference shall describe the portion of land proposed to be taken in each lot to be traversed, giving numbers of the lots, and the area, length and width of the portion thereof proposed to be taken, and names of owners and occupiers so far as they can be ascertained.

All plans, profiles and books of reference must be dated and must be certified and signed by the president or vice-president or general manager, and also by the engineer of the company.

The plan and profile to be retained by the board must be on linen, the copies to be returned may be either white, blue or photographic prints.

All profiles shall be based, where possible, upon sea level datum.

All books of reference must be made on good thick paper and in the form of a book with a suitable paper cover. The size of such books when closed shall be as near as possible to 7½ inches by 7 inches.

Book of reference may be endorsed on the plan.

FORM OF BOOK OF REFERENCE REQUIRED.

.... Railway Company.

.....Division or Province... .....Branch.

BOOK OF REFERENCE TO ACCOMPANY LOCATION PLAN SHOWING LANDS REQUIRED FOR RAILWAY PURPOSES.

Station to	Station.	Width of Railway.	Owner.		Centre of Book when open.	Part of	Section or Lot.	Township Parish Block or Number of Claim.	Range.	Contents Acres.	Remarks.

INTERLOCKING SYSTEM.

Rules governing the use of interlocking and derailing signals and speed of trains where one railway crosses another at rail level, or where a railway crosses a drawbridge.

1. The normal position of all signals must indicate danger.

2. When the distant semaphore indicates caution, the train passing must be under full control and prepared to come to a full stop before reaching the home signal.

3. When the home signal indicates danger, it must not be passed.

4. When clear signals are shown where one railway crosses another at rail level, the speed of passenger trains must be reduced to thirty-five miles an hour and freight trains to twenty miles an hour, until the entire train has passed the crossing.

5. When clear signals are shown where a railway crosses a drawbridge, the speed of passenger trains must be reduced to twenty-five miles an hour and the speed of freight trains to fifteen miles an hour, until the entire train has passed the drawbridge.

GENERAL REQUIREMENTS.

APPLICABLE TO STEAM RAILWAYS FOT INTERLOCKING, DERAILING AND SIGNAL SYSTEM AT CROSSINGS AT RAIL LEVEL AND AT JUNCTIONS.

The plan and construction of interlocking, signalling and derailing system to be used at rail level crossings and junctions of one railway by another must be arranged to conform to the following general rules:—

1. The normal position of all signals must indicate danger, derail points open and the interlocking so arranged that it will be impossible for the operator to give conflicting signals.

2. The derail points must be placed not less than 500 feet from point of intersection of the crossing of junction tracks, unless in special cases in which the board authorizes in writing a less distance.

3. On side track the position of derail points may be located so as to best accommodate the traffic, and provide the same measure of safety indicated in foregoing rules.

4. On single track railway derail points, when practicable, should be on inside of curve and on double track railway the derail points should be in outside rail on both tracks. On double track railways, back up derails will be required.

5. Home signal posts must be 50 feet beyond point of derail, and the distances between home and distant signals must not be less than 1,200 feet. Signal post should be placed on engineman's side of track it governs.

6. Guard rails should be laid on outside of rail in which the derail is placed and commence at least 6 feet toward home signal from point to derail, extending from thence toward crossing, parallel with and 9 inches distant from track rail, for 400 feet.

7. In case there are crossovers, turnouts or other connecting tracks involved in the general system, the movement of cars and trains upon which present an element of danger, which danger will be enhanced by the passage of trains on main tracks over crossings without stopping, and consequently at a higher speed than would be the case without the permit sought, then, and in all such cases whether such enhanced danger be of collision between cars and trains of the same railway, or between cars or trains of different railways, it will be necessary, in addition to the protection of the main crossing, to provide by proper appliance against any such increased collateral dangers in the same complete manner as is required in the case of the main crossing.

8. Application for inspection of interlocking plant must be made to the board accompanied by a plain diagram, showing location of crossing and position of all main tracks, sidings, switches, turnouts, &c.

The several tracks must be indicated by letters or figures, and reference made to each, explaining the manner of its use. The rate of grade on each main track must be shown, together with numbers of signals, derails, locks, &c., corresponding to levers in tower.

It is intended herein to state general rules, which will govern the construction of any proposed system of interlocking. The traffic to be done, relative position and operation of intersecting lines may require safeguards not mentioned herein.

The system of derailing, signalling and interlocking must be connected and worked and be complete in each particular before the board will grant an order authorizing the operation of such interlocking, derailing and signal system, or the crossing by the railway ordered to put on the system.

GENERAL REQUIREMENTS FOR INTERLOCKING AT DRAWBRIDGES.

Interlocking, signalling and derailing systems to be used at drawbridges must be arranged to conform to the following general rules:—

1. The normal position of all signals must indicate danger, derail points open, and the interlocking so arranged that it will be impossible for the operator to open the draw until signals and derails are set against the approaching train movement.

2. Where the grade is practically level the drailing points shall be located not less than 500 feet from the ends of the bridge, but in case of a descending grade towards the bridge, the derailing point must be located at such distance from the bridge as to give the same measure of protection that is required for a level approach.

3. On single track railways, derail points, when practicable, should be on the inside of curve, and on double track railways, the derail points should be in outside rails of both tracks.

4. On double track railways back-up derails will be necessary.

5. Home signal posts must, when practicable, be located on the engineman's side of the track they govern, and should be not less than fifty (50) feet nor more than two hundred (200) feet in advance of the point they govern, the distant signals should be located not less than twelve hundred (1,200) feet in advance of the home signal, with which it operates and on the same side of the track. The distance signal should be distinguished by a notch cut in the end of the semaphore arm.

6. The arms and back lights of all signals should be visible to the signalman in the tower. If from any cause the arm or light of any signal cannot be placed so as to be seen by the signalman, a repeater or indicator should be provided in the tower.

7. Guard rails should be laid on outside of rail in which the derail is placed and, commencing at least 6 feet in advance of derail, should extend thence towards the end of the bridge, parallel with and 9 inches from track rail, for not less than 400 feet.

8. Application for inspection must be made same as for railway crossings.

By order of the board,

A. D. CARTWRIGHT,
Secretary.

APPENDIX I.

TRAFFIC DEPARTMENT, FILE 2319.
OTTAWA, March 31, 1908.

The report of the operating assistant to the chief traffic officer for the period April 12, 1907 (the date of his appointment), to March 31, 1908, is respectfully submitted.

By direction of the board, by order No. 2843, dated April 12, 1907, an inquiry into the facilities and operation of the Canadian Pacific Railway Company was made. The various divisions were inspected from time to time, and the result was reported to the board on October 12, 1907.

On April 13, 1907, by order of the board No. 2844, an inquiry into the facilities and operation of the Qu'Appelle, Long Lake and Saskatchewan Valley Railway and Steamboat Company was made. The line was inspected at various times and a number of interim reports were made; and the result was reported to the board on June 17, 1907.

On April 19, 1907, under the authority of order No. 2845, an inquiry was made into the facilities and operation of the Canadian Northern Railway Company. Interim reports were made from time to time; the final report to the board bearing date June 17, 1907.

On December 28, 1907, investigation was made into the charge of discrimination against the Dominion Millers' Association by the Canadian Pacific Railway Company with respect to the supply of cars for grain at Fort William, Ont.; and the result reported in accordance with order No. 4036, dated November 12, 1907.

By order of the board No. 4012, dated November 27, 1907, inquiry was made into certain demurrage charges collected by the Canadian Pacific Railway Company from the Independent Lumber Company of Regina, Sask., and the facts reported to the board on January 28, 1908.

Under order No. 3618, dated September 21, 1907, an inquiry into the facilities and operation of the Grand Trunk Railway Company was commenced, but has not yet been completed.

By order No. 4133, dated December 21, 1907, an investigation was made into certain demurrage charges collected by the Canadian Northern Railway Company from the Doukhobour society of Verigen, Sask., and the result reported to the board on January 25, 1908.

By direction of the board, the facilities and operation of the Central Ontario and Bay of Quinte Railway Companies were inspected, and the results reported to the board on February 21 and March 2, 1908, respectively.

A. F. DILLINGER.

APPENDIX K.

OTTAWA, May 16, 1908.

DEAR SIR,—I beg to submit herewith my annual report covering period from April 1, 1907, to March 31, 1908.

Yours truly,

(Sgd.) JAMES OGILVIE.

A. D. CARTWRIGHT, Esq.,
Secretary Board of Railway Commissioners,
Ottawa.

REPORT OF INSPECTOR OF RAILWAY EQUIPMENT AND SAFETY APPLIANCES.

OTTAWA, April 4, 1908.

SIR,—During the year commencing April 1, 1907, and ending March 31, 1908, Inspectors of Railway Equipment and Safety Appliances, including the two assistant inspectors appointed June 1, 1907, who have assisted in the investigations into accidents, examined 102,000 cars, 3,000 locomotives, railway workshops at terminal points, station terminals and fire-guards—the last only in the western provinces. These examinations extended from Yarmouth, Nova Scotia, to Victoria, British Columbia, and involved a travel of 61,837 miles.

At the outset it was found that over 30 per cent of the cars inspected were being operated with defective safety appliances; but latterly, especially within the last few months, there has been a very decided improvement in this regard.

To the credit of the railway companies interested, it is only fair to say that when their attention has been called to defects in equipment, they have not only evinced a willingness to carry out, as far as possible, the recommendations of the inspectors of the Board, to improve the existing conditions, but have invariably issued strict orders to their respective employees, having in view the attainment of this object, and have shown a desire to bring their equipment up to the requirements of the Railway Act and the regulations of the board, and maintain it in a safe and satisfactory condition.

It might be well here to refer to the fact that during the twelve months ending March 31, 1908, our Canadian railway companies have added very largely to their rolling stock.

For example, the Grand Trunk Railway Company has added to its equipment as follows:—

Locomotives—	
Passenger engines	10
Freight engines	72
Switch engines	10
Total	92
Cars—	
Pullman cars	0
First-class passenger cars	38
Second-class passenger cars	7
Freight, all kinds	4,458
Baggage, mail and express	20
Vans	74
Total	4,597

The Canadian Pacific Railway Company as follows:—

Locomotives—

Passenger engines	40
Mines traffic engines	75
Freight engines	65
Switch engines	15
Total	195

Cars—

Pullman cars	30
Parlour cars	2
First-class passenger cars	112
Second-class passenger cars	5
Tourist cars	30
Colonist cars	22
Dining cars	17
Freight, all kinds	6,900
Baggage cars	0
Mail cars	0
Express cars	82
Work cars	190
Vans	61
Total	7,451

The Canadian Northern Railway as follows:—

Locomotives—

Passenger and freight engines	32
Freight engines	41
Total	73

Cars—

Pullman cars	0
Parlour cars	0
First-class passenger cars	7
Second-class passenger cars	4
Sleepers	3
Colonist cars	0
Dining cars	3
Freight, all kinds	1,798
Baggage cars	6
Mail and express cars	10
Snow plows	2
Vans	10
Total	1,843

The Quebec, Montreal and Southern Railway Company as follows:—

Locomotives—

Locomotives	8

Cars—

Cars	766
Total	774

Besides this extra equipment, the Canadian Pacific, Grand Trunk and Canadian Northern Railway Companies have expended large amounts in erecting new engine houses, coaling plants, terminal facilities, &c., at terminal points on their respective lines.

Reference might also be made to some of the more important regulations issued by the Board as the result of the reports of its inspectors, namely:—

(*a*) Prohibiting the use of free acetylene gas as an illuminant in passenger cars.

(*b*) Giving direction as to the safety appliances to be installed and used on locomotive engines ,and prohibiting the use of lignite coal on locomotives until such time as the safety appliances are so improved as to prevent engines from throwing dangerous fire while in use.

(*c*) Requiring the equipment of passenger cars with fire extinguishers

Owing to the large number of railway accidents to be investigated, the extent of territory to be travelled in holding the investigations, and the rapid increase of railway mileage in Canada, particularly in the west, if the work is to be promptly and properly done, the appointment of at least two more inspectors—one to be located in the west, the other in the east—is necessary, and a recommendation has been made to the board to increase the staff of its inspectors to that extent—the new appointees to give their whole time and attention to the inspection of railway equipment and safety appliances.

Yours truly,

(Sgd) JAMES OGILVIE

APPENDIX L.

IN THE MATTER OF BILLS OF LADING.

(Report of Argument before Interstate Commerce Commission, October 15 and 16, 1907.)

October 30, 1907.

SIR,—As directed by the Board, I attended at the argument before the Interstate Commerce Commission in the matter of bills of lading, at the sittings held in the city of Washington, commencing Tuesday, the 15th October instant.

The hearing was the outcome of an order of the Interstate Commerce Commission, dated the 8th day of July, 1907, reciting the fact that these proceedings had been instituted by an order issued November 21, 1904, upon the petitions of the Illinois Manufacturing Association and other trade or commercial organizations in official classification territory, complaining of the proposed adoption by railroad companies operating in the said territory of certain changes in the so-called 'uniform' bill of lading then generally used in the transportation of freight over their respective lines.

The hearing was had in these petitions on the 5th and 6th December, 1904, and at the conclusion of the hearing, it appearing to the Commission that the matters in question were the proper subject for negotiation and settlement between the various conflicting interests, upon its suggestion a joint committee was appointed by the carriers and shippers represented at the said hearing to consider a suitable form of bill of lading and report to the Commission.

This joint committee, after numerous conferences, agreed upon and on June 14, 1907, reported to the Commission a bill of lading form which the Commission was asked to approve and prescribe.

The order of the 8th July, 1907, notified all common carriers by railroad subject to the Act to Regulate Commerce that the matter would be heard at the offices of the Commission, in the city of Washington, on the 15th October, 1907, at which time and place the carriers were required to show cause why the proposed form of bill of lading should not be approved and prescribed by the Commission as a just and reasonable regulation or practice to be observed by them on and after January 1, 1908.

The order also provided that a copy of the petition of the Illinois Manufacturing Association, as well as the proposed form of bill of lading, be served forthwith 'upon each and every railroad company subject to the Act to Regulate Commerce,' and the companies called upon to file any objections they might have to the adoption of the proposed bill, in writing, with the Commission on or before September 16, 1907.

Annexed is a copy of the uniform bill of lading proposed. That the Board may the more readily compare the provisions of this proposed bill with the draft submitted by the railway companies for its approval, I have prepared and attach hereto a form showing on the one side the conditions recommended for the approval of the Interstate Commerce Commission, and on the other corresponding provisions contained in the draft submitted for the approval of the Board.

Boards of trade, chambers of commerce, commercial exchanges and other industrial associations, the American Bankers' Association, the insurance companies—in fact, I think I am safe in saying that all the interests in the United States that would be affected by the adoption of the proposed bill of lading were represented at the hearing, with the result that a great variety of views were expressed, not only in the way of changes and amendments to the proposed form, but in respect of the

adoption and use of different kinds of bills. For example, it was suggested that two forms of bills of lading—one a plain, non-negotiable bill of lading and the other a uniform 'order' bill (copies of which are attached)—would meet the requirements of the commercial interests. The recommendation was that these two forms be printed on different coloured paper so as to make them distinctive; and that on the uniform 'order' bill the carrier's official stamp be used in addition to the agent's signature on the face of the bill. The reasons urged for the adoption of a separate and distinctive bill of lading for use where 'order' bills of lading are required were that all bills of lading are evidence of title, and that, as the 'order' bill is increasing in use, it should be distinctive in its character and easily recognized. This would enable the bankers readily to tell by these distinctive characteristics whether or not the property might be delivered without surrender of the bill of lading. Stress was laid upon this growing importance of the 'order bill,' as distinguished from the straight bill of lading, to the financial and business interests, and that the use of the two bills as proposed would at the same time work no hardship upon the carrier.

Again, it was urged that there should be two forms of bills of lading—one for perishable products and the other for non-perishable products—on the ground that the two kinds of traffic were so different that it would be impossible, or at any rate impracticable and undesirable, to make the one bill of lading cover the two forms of traffic.

Referring particularly to the objections raised and changes suggested to the form of the bill of lading proposed, in so far as these objections appear applicable to the form submitted to the Board:

First, exception was taken to the language—*In issuing this bill of lading this company, with respect to the portion of the route beyond its own line, acts only as agent and agrees to transport only over its own line.* (See at the end of clause 1 on the face of the bill)—in that it did not place upon the carrier an obligation to take the property a longer distance than the end of its own rails or the end of its own route; that existing business conditions demanded that the property, when received by the carrier, should be transported by it to destination, and that the carrier should assume all the risks incidental to such transportation, in so far as such risks are not inconsistent with the duties and obligations of carriers and the present business arrangement; that the conditions of the bill of lading should be assented to both by the shipper and carrier, both for themselves and their assigns (to bind the owners of the property) and connections (to bind the carriers); that the carrier should make actually a through route for each shipment in the same way as it makes a through rate, and having made a through rate and a through route, it should be bound by the duties, obligations and liabilities incident to through carriage.

It was also proposed to strike out the second paragraph on the face of the bill, which reads as follows:—

Nothing herein contained, however, shall be construed as exempting the initial carrier from the liability, if any, imposed upon it by law for loss, damage or injury not occurring on its own line or its portion of the through route, or occurring after said property has been delivered to the next carrier—as casting a doubt upon the constitutionality of that portion of section 20 of the Rate Law of 1906, which imposes a liability for loss and damage upon the initial carrier. This section 20 of the Rate Law of 1906 is what is known as the 'Carmach amendment to the Hepburn Bill,' and the particular provisions referred to are:—

That any common carrier, railroad or transportation company receiving property for transportation from a point in one state to a point in another state shall issue a receipt or bill of lading therefor and shall be liable to the lawful holder thereof for any loss, damage, or injury to such property caused by it or by any common carrier, railroad or transportation company to which such property may be delivered or over whose line or lines such property may pass; and no

contract, receipt, rule or regulation shall exempt such common carrier, railroad or transportation company from the liability hereby imposed: Provided, that nothing in this section shall deprive any holder of such receipt or bill of lading of any remedy or right of action which he has under existing law.

That the common carrier, railroad or transportation company issuing such receipt or bill of lading shall be entitled to recover from the common carrier, railroad or transportation company on whose line the loss, damage or injury shall have been sustained, the amount of such loss, damage or injury as it may be required to pay to the owners of such property, as may be evidenced by any receipt, judgment or transcript thereof.

The words, 'or discrepancy in elevator weights,' in the second paragraph of the first section of the conditions, objected to as affording the carrier an opportunity to decline legitimate claims for loss in weights. It was contended that the facts in each case should control; that the bill of lading should not contain such a limitation. Another suggestion was that after the words 'elevator weights,' the following be added:—

Except as to the amount of freight charges to be collected.

The reason given for this change was that the law permitted the carrier only to collect his freight upon the quantity of the property delivered at destination.

The entire elimination of section 2 of the conditions, for the reason that the section casts a doubt upon the constitutionality and construction of that portion of section 20 of the Rate Law of 1906 (the Carmach amendment) above cited, which imposes liability for loss or damage to property upon the initial carrier.

Objection also taken to subclause 1 of section 3 of the conditions. It was argued that the shipper or consignee should have the right to designate the route which is within reason or can be open between the point of shipment and point of destination, except in special circumstances and conditions or in cases of physical necessity to forward the property by any route which will reach the point of destination.

Subclause 2 of section 3, as to the amount of loss or damage which the carrier shall be liable for, objected to. The liability, it was suggested, should be the value of the property and not 'computed on the basis' of the value of the property; that the invoice price at the time of shipment does not always represent the amount of loss to the consignee; that the proposed paragraph is contrary to the letter and spirit of the Carmach amendment, the theory of which amendment is that the carrier cannot, either by tariff or classification, fix a lower price for the article in settling claims than the actual value of the goods or the actual amount of damage sustained in cases of loss or damage.

Subclause 3 of section 3: That the time within which claims for loss or damage or delay be filed should be ninety days after the delivery; not sixty days, as provided.

The last paragraph of condition 3 was considered objectionable in that its effect might be that the policy of insurance would prevent subrogation. This, it was suggested, could be overcome by adding the words 'So far as consistent with the policy of the insurance.' Another objectionable effect, it was stated, would be to relieve the carrier from liability for the consequences of his own neglect.

Condition 5: The suggestion was that the first two paragraphs of this condition should be omitted for the reason that there are demurrage conditions which cover these provisions; that, under these clauses, the property is made subject to demurrage charges, as well as subject to the local regulation provided in the various localities; that in clause 3 of this condition the term, 'other sidings,' is misleading and uncertain and should be omitted. The word 'locomotives' should be substituted for 'trains.' The reasoning with regard to this last change was that, in large communities, cars were detached from the trains in the carrier's outer yards and switched by locomotives to the private sidings of manufacturing establishments; that, under paragraph 3 of the condition as it stands, the consignee would have no protection for

his property, while still in possession of the carrier after it had been detached from the trains in the outer yards; that cars, after being detached from trains, are often held in the possession of the railroad companies a number of days and sometimes weeks before being placed on the private sidings of the consignee. It was also argued that it was a question whether, under the Carmach amendment, the concluding phrase of this paragraph 3 could have any effect. In other words, whether the carrier could limit his liability until the shipment was actually delivered on the private siding of the consignee.

Condition 6: Suggested that the words 'Unless a special agreement to do so and a stipulated value of the articles are endorsed hereon' be omitted. The reasoning was that the bill of lading ought not to permit any special or unusual or specific agreement as it opens the door to discrimination.

Condition 10. Here the suggestion was that the word 'whatsoever' be inserted after the word 'erasure,' in the first line of the section, upon the ground that it was desirable that the matter of alteration..... in the bill of lading should cover all kinds of alterations, whether made accidentally, carelessly or maliciously, or whether made with or without fraud. This, it was argued, was as necessary and important to the carrier as to the business and financial interests.

The position that counsel for the committee of the American Bankers' Association represented at the hearing took was that they were prepared to endorse either the proposed bill of lading or what is known as the simple or straight form, provided certain suggested amendmenits, which I shall refer to particularly, were adopted. It was pointed out by counsel that, as between the shipper and carrier, the terms upon which the property was carried were entirely a matter of agreement and contract; that the value of the bill of lading in the banker's hands depended upon its negotiability; that, without negotiability, it was practically valueless as an instrument of credit; and that, therefore, the attribute of negotiability was the particular feature of the bill with which the banking community was concerned. It was, they stated, well settled that, inherently, the bill was not a negotiable instrument.

The amendments proposed were:—

1. That the 'order' clause appearing on the face of the bill be amended to read as follows:—

'If the word "order" is written in connection with the name of the party to whose order the property is consigned, the property shall not be delivered until the original bill of lading, properly endorsed, has been surrendered, or, in case of a partial delivery, a statement thereof has been thereon endorsed.

'When the bill has been surrendered it shall be immediately cancelled. This provision shall apply, even though the bill is not marked negotiable. Inspection will not be permitted on order bills of lading, unless permission is endorsed on the original bill of lading, or given in writing by the holder thereof, whether for value or collection.'

2. That the words, 'So far as this does not avoid the policies or contracts of insurance,' be added to the insurance clause (subsection 4 of condition 3) of the proposed bill.

3. The following to be added at the end of section 5:—

'When property is so loaded on private sidings, or where there is no agent, notice to that effect shall be stamped on the bill of lading.'

4. Section or condition 10 to be amended to read as follows:—

'Any alteration, addition, or erasure *whatever its nature* in this bill of lading which shall be made without an endorsement thereof hereon, signed by the agent of the carrier issuing this bill of lading, shall be without effect, and this bill of lading shall be enforceable according to its original tenure.'

Counsel on behalf of the Southern railroads objected to the proposed bill of lading. In the first place, they questioned the power of the Commission to prescribe a uniform bill of lading. Next, they argued that the discussion which had taken place

before the Commission established the fact that the proposed bill was not acceptable to the shippers as a uniform bill, and that the different interests which should necessarily be included in a uniform bill were not covered by the one under discussion; and referred particularly to live stock, perishable goods and transportation by water. They pointed out that, in respect of the last named, the laws of the United States gave certain rights to navigation companies not granted to railway carriers. Also that the quarantine question was a very large one with the southern railways; that they are subject to a great deal of fumigation; that the conditions prevailing in the south make regulations or conditions for fumigation necessary; and that if the bill of lading is to be made uniform, it should include these conditions.

Counsel for the shippers' committee, referring to the objections raised, said that most of them had been considered by the joint committee; that the proposed bill of lading was the work of three years' hard and almost continuous labour by this conference committee, consisting, as stated, of the committee of shippers and the committee of the railroads; that it was one thing to propose an absolutely clean bill of lading in the teeth of many generations of practice to the contrary making the carrier an absolute insurer under the common law, and another thing to work this out in practice; that the shippers' committee would have been glad to have worked it out that way, but they felt that there must be some give and take with a view to an adjustment or amicable arrangement, and the proposed bill, therefore, was a sort of compromise. The shippers felt that they were not getting all that they could have desired and would have liked, on the one hand, and the railroads felt that some of the conditions were too onerous, on the other.

He pointed out that, primarily, the carrier was a common law insurer; that the Supreme Court of the United States had held that in a suit against the railroad the shipper was required to prove the loss. Under the proposed bill of lading the railway company must show that it has not been guilty of negligence; and that the carrier is liable as an insurer in every instance, except certain exceptions named in the bill.

Counsel for the committee representing the railway companies stated that the proposed bill of lading was a compromise of different views, and if not satisfactory to all, it at least had been accepted. It was not thought that the proposed bill had covered all shipments, and instanced live stock and cotton. Also the export bill of lading which, he said, from the very nature of things would be different than that required for domestic traffic.

That the joint committee felt and he believed it was generally recognized that it was of vastly more importance in the interests of all concerned that there should be a uniform bill of lading, rather than that the accomplishment of this end should be defeated by a too strict attention being paid to the terms of the bill.

At the conclusion of the hearing the chairman of the commission (which in this matter was comprised of the Honourable Messrs. Knapp, Prouty and Cockrell) announced that the commission was prepared to receive and give consideration to written statements of arguments presented by or on behalf of any interests affected by the proposed bill, filed with it on or before, if my memory serves me, the 30th November, 1907.

Respectfully submitted,

(Sgd.) A. GEORGE BLAIR,
Law Clerk.

A. D. CARTWRIGHT, Esq.,
Secretary, — Building.

SESSIONAL PAPER No. 20c

The Interstate Commerce Commission, by order dated the 27th day of June, 1908, approved the following forms of bills of lading—one to be used for 'order consignments,' and the other for 'straight consignments.' The conditions printed on the back are the same in both cases. The 'order' bill is negotiable; the 'straight' bill non-negotiable.

A. G. B.
Law Clerk.

January, 1909.

. . . . . *Railroad Company.*

ORDER BILL OF LADING—ORIGINAL.

Received, subject to classifications and tariffs in effect on the date of issue of this original bill of lading, at. . . . . .190...., from. . . . . the property described below, in apparent good order, except as noted (contents and condition of contents of packages unknown), marked, consigned and destined as indicated below, which said company agrees to carry to its usual place of delivery at said destination, if on its road, otherwise to deliver to another carrier on the route to said destinaton. It is mutually agreed, as to each carrier of all or any of said property over all or any portion of said route to destination, and as to each party at any time interested in all or any of said property, that every service to be performed hereunder shall be subject to all the conditions, whether printed or written, herein contained (including conditions on back hereof) and which are agreed to by the shipper and accepted for himself and his assigns.

The surrender of this original order bill of lading properly indorsed shall be required before the delivery of the property. Inspection of property covered by this bill of lading will not be permitted unless provided by law or unless permission is indorsed on this original bill of lading or given in writing by the shipper.

NOTES.—The foregoing will appear on the front or first page of the bill of lading.

In connection with the name of the party to whom the shipment is consigned the words 'order of' shall prominently appear in print, thus:—

'Consigned to order of. . . . . .'

The bill of lading is to be signed by the shipper and agent of the carrier issuing same, and space shall be provided for this purpose.

The detail arrangement respecting other matters that customarily appear on the face of the bill of lading, such as name of destination, car numbers, routing, description of articles, weights, &c., will be prescribed by the uniform bill of lading committee.

The size of the bill of lading shall be 8½ inches wide by 11 inches long.

Order bills of lading shall be printed on yellow paper for convenient distinction from bills of lading covering other than 'order' consignments.

. . . . . *Railroad Company.*

BILL OF LADING—ORIGINAL—NOT NEGOTIABLE.

Received subject to classification and tariffs in effect on the date of issue of this Original Bill of Lading at , , 1907, from , , the property described below, in apparent good order, except as noted (contents and condition of contents of packages unknown), marked, consigned and destined as indicated below, which said company agrees to carry to its usual place of delivery at said destination, if on its road; otherwise to deliver to another carrier on the route of said destination. It is mutually agreed, as to each carrier of all or any of said property over all or any portion of the said route to destination and as to each party at any

time interested in all or any of said property, that every service to be performed hereunder shall be subject to all the conditions, whether printed or written, herein contained (including conditions on back hereof), and which are agreed to by the shipper and accepted for himself and his assigns.

NOTES.—The foregoing will appear on the front or first page of the bill of lading.

The bill of lading is to be signed by the shipper and agent of the carrier issuing same, and space shall be provided for this purpose.

The detail arrangement respecting other matters that customarily appear on the face of the bill of lading, such as name of destination, car numbers, routing, description of articles, weights, &c., will be prescribed by the uniform bill of lading committee.

The size of the bill of lading shall be 8½ inches wide by 11 inches long.

Bills of lading covering what may be termed 'straight consignments,' being those other than 'order consignments,' shall be printed on white paper.

Bills of lading other than those covering 'order consignments' shall be stamped 'not negotiable.'

The following conditions will appear on the back of the bill of lading:—

CONDITIONS.

Section 1. The carrier or party in possession of any of the property herein described shall be liable for any loss thereof, or damage thereto, except as hereinafter provided.

No carrier or party in possession of any of the property herein described shall be liable for any loss thereof or damage thereto or delay caused by the act of God, the public enemy, quarantine, the authority of law, or the act or default of the shipper or owner, or for differences in the weights of grain, seed or other commodities caused by natural shrinkage, or discrepancies in elevator weights. For loss, damage, or delay caused by fire occurring after forty-eight hours (exclusive of legal holidays) after notice of the arrival of the property at destination or at port of export (if intended for export) has been duly sent or given, the carrier's liability shall be that of warehouseman only. Except in case of negligence of the carrier or party in possession (and the burden to prove freedom from such negligence shall be on the carrier or party in possession) the carrier or party in possession shall not be liable for loss, damage, or delay occurring while the property is stopped and held in transit upon request of the shipper, owner, or party entitled to make such request; or resulting from a defect or vice in the property or from riots or strikes. When in accordance with general custom, on account of the nature of the property, or when at the request of the shipper the property is transported in open cars, the carrier or party in possession (except in case of loss or damage by fire, in which case the liability shall be the same as though the property had been carried in closed cars) shall be liable only for negligence, and the burden to prove freedom from such negligence shall be on the carrier or party in possession.

Sec. 2. In issuing this bill of lading this company agrees to transport only over its own line, and except as otherwise provided by law acts as agent with respect to the portion of the route beyond its own line.

No carrier shall be liable for loss, damage, or injury, not occurring on its own road or its portion of the through route, nor after said property has been delivered to the next carrier, except as such liability is or may be imposed by law, but nothing contained in this bill of lading shall be deemed to exempt the initial carrier from any such liability so imposed.

Sec. 3. No carrier is bound to transport said property by any particular train or vessel, or in time for any particular market or otherwise than with reasonable dispatch, unless by specific agreement indorsed hereon. Every carrier shall have the right in case of physical necessity to forward said property by any railroad or route

between the point of shipment and the point of destination; but if such diversion shall be from a rail to a water route the liability of the carrier shall be the same as though the entire carriage were by rail.

The amount of any loss or damage for which any carrier is liable shall be computed on the basis of the value of the property (being the *bona fide* invoice price, if any, to the consignee, including the freight charges, if prepaid) at the place and time of shipment under this bill of lading, unless a lower value has been represented in writing by the shipper or has been agreed upon or is determined by the classification or tariffs upon which the rate is based, in either of which events such lower value shall be the maximum amount to govern such computation, whether or not such loss or damage occurs from negligence.

Claims for loss, damage or delay must be made in writing to the carrier at the point of delivery or at the point of origin within four months after delivery of the property, or, in case of failure to make delivery, then within four months after a reasonable time for delivery has elapsed. Unless claims are so made the carrier shall not be liable.

Any carrier or party liable on account of loss of or damage to any of said property shall have the full benefit of any insurance that may have been effected upon or on account of said property, so far as this shall not avoid the policies or contracts of insurance.

Sec. 4. All property shall be subject to necessary cooperage and baling at owner's cost. Each carrier over whose route cotton is to be transported hereunder shall have the privilege, at its own cost, of compressing the same for greater convenience in handling or forwarding, and shall not be held responsible for deviation or unavoidable delays in procuring such compression. Grain in bulk consigned to a point where there is a railroad, public or licensed elevator may (unless otherwise expressly noted herein, and then if it is not promptly unloaded) be there delivered and placed with other grain of same kind and grade without respect to ownership, and if so delivered shall be subject to a lien for elevator charges in addition to all other charges hereunder.

Sec. 5. Property not removed by the party entitled to receive it within forty-eight hours (exclusive of legal holidays) after notice of its arrival has been duly sent or given, may be kept in car, depot or place of delivery of the carrier, or warehouse, subject to a reasonable charge for storage and to carrier's responsibility as warehouseman only; or may be, at the option of the carrier, removed to and stored in a public or licensed warehouse at the cost of the owner, and there held at the owner's risk and without liability on the part of the carrier, and subject to lien for all freight and other lawful charges, including a reasonable charge for storage.

The carrier may make a reasonable charge for the detention of any vessel or car or for the use of tracks after the car has been held forty-eight hours (exclusive of legal holidays) for loading or unloading, and may add such charge to all other charges hereunder, and hold such property subject to a lien therefor. Nothing in this section shall be construed as lessening the time allowed by law, or as setting aside any local law or rule affecting car service or storage.

Property destined to or taken from a station, wharf or landing at which there is no regularly appointed agent shall be entirely at risk of owner after unloaded from cars, vessels or until loaded into cars or vessels, and when received from or delivered on private or other sidings, wharfs or landings, shall be at owner's risk until the cars are attached to and after they are detached from trains.

Sec. 6. No carrier will carry or be liable in any way for any documents specie, or for any articles of extraordinary value not specifically rated at the published classification or tariff, unless a special agreement to do so and a stipulated value of the articles are indorsed hereon.

Sec. 7. Every party, whether principal or agent, shipping explosive or dangerous goods, without previous full written disclosure to the carrier of their nature,

shall be liable for all loss or damage caused thereby, and such goods may be warehoused at owner's risk and expense or destroyed without compensation.

Sec. 8. The owner or consignee shall pay the freight and all other lawful charges accruing on said property, and if required shall pay the same before delivery. If upon inspection it is ascertained that the articles shipped are not those described in this bill of lading the freight charges must be paid upon the articles actually shipped.

Sec. 9. Except in case of diversion from rail to water route, which is provided for in section 3 hereof, if all or any part of said property is carried by water over any part of said route, such water carriage shall be performed subject to the liabilities, limitations and exemptions provided by statute and to the conditions contained in this bill of lading not inconsistent with such statutes or this section, and subject also to the condition that no carrier or party in possession shall be liable for any loss or damage resulting from the perils of the lakes, sea or other waters; or from explosion, bursting of boilers, breakage of shafts, or any latent defect in hull, machinery or appurtenances; or from collision, stranding or other accidents of navigation, or from prolongation of the voyage. And any vessel carrying any or all of the property herein described shall have the liberty to call at intermediate ports, to tow and be towed, and assist vessels in distress and to deviate for the purpose of saving life or property.

The term 'water carriage' in this section shall not be construed as including lighterage across rivers or in lakes or other harbours, and the liability for such lighterage shall be governed by the other sections of this instrument.

Sec. 10. Any alteration, addition, or erasure in this bill of lading which shall be made without an indorsement thereof hereon, signed by the agent of the carrier issuing this bill of lading, shall be without effect, and this bill of lading shall be enforceable according to its original tenor.

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